

DEPARTMENT OF TRANSPORT
Chief Directorate Shipping
Private Bag X193
PRETORIA
0001

12 May 1993

MARINE NOTICE NO. 9 OF 1993

TO ALL PRINCIPAL OFFICERS AND OWNERS, OPERATORS AND MASTERS OF SOUTH AFRICAN REGISTERED VESSELS

THE DANGERS INVOLVED WHEN A VESSEL'S STABILITY IS NOT CAREFULLY MONITORED WHILST UNDERGOING MODIFICATION DURING DOCKING OR UNDOCKING

1. Some time ago surveyors of the Department conducted an investigation into the near capsizing of a vessel which was undergoing modifications during the dry dock period.
2. The investigation revealed that on docking the vessel was tender with a substantial trim by the stern with the forepeak and no's 1, 2 and 3 F.O. tanks full (with 143 tonne of fresh water ballast). Furthermore, in addition to various items of shipbuilders equipment on board 34 tonne of weights had been put on deck forward to lessen the excessive trim at stern.
3. During refloating support beams (shores) were removed and with two of them remaining aft (one on each side) the one on the port side came loose resulting in a gradual list of the vessel to port which cumulatively increased with the shifting of loose gear and steel plates until the vessel listed at an angle of about 30°.
4. Following an inclining test which was conducted to establish whether or not the vessel had suffered from an inherent deficiency of stability, the conclusion was reached that an unacceptably large quantity of unsecured weights stacked on the foredeck, for the purpose of improving the vessel's trim for drydocking, together with a substantial amount of loose structural steel which cumulatively shifted to the low side had been the cause of the excessive list.
5. The investigation failed to reveal any evidence of the ship's metacentric height having been calculated for the instant of taking/leaving the blocks all fore and aft, especially when it was evident before drydocking that the vessel was tender and had a substantial trim by the stern. If this basic procedure had not been omitted attention would have been drawn to the need for remedial action. Further, in spite of the practical difficulties which may have arisen due to the work in progress, it would have been more prudent to stow the solid trimming ballast below deck and so improve the stability of an already tender vessel.

2/...

6. The purpose of this Marine Notice, therefore, is to prevail on all concerned to take every precaution to establish/secure the stability of a vessel which is in the process of docking or "undocking".

A handwritten signature in black ink, appearing to be 'A. M. Smith', written in a cursive style.

for DIRECTOR-GENERAL: TRANSPORT