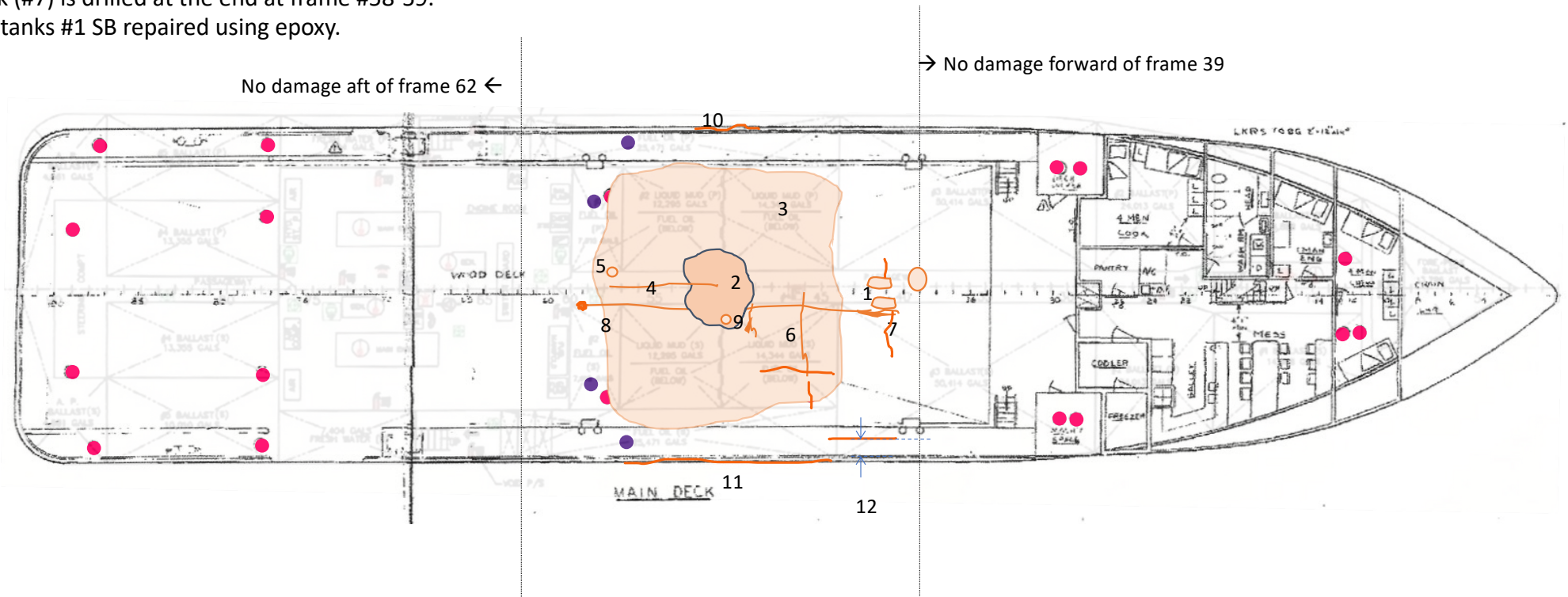
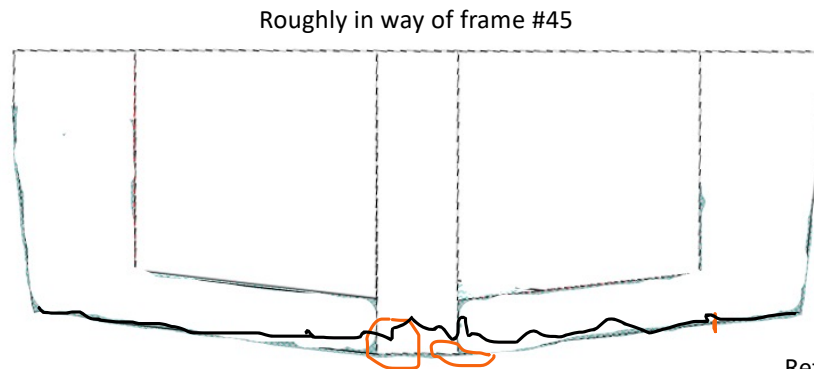


Dive Survey 31Oct @ Sandfill Dock, St Thomas

Damage observations

1. @ frame 40: 2 major dents up to 1 feet deep, of which the PS is open (approx 2ft long and 4" wide) and SB no cracks visible at the indentation. Located in the passageway.
2. @ frame 49-53: midship 1 ft deep indentation of approx 6 ft wide and 6ft in length
3. @ frame 43-59: area of ex-grounding touching the seabed, overall damage in this full area.
4. @ frame 50-57: area in passageway which is dented and caused breached to other tanks. Repaired with epoxy to minimise water ingress to adjacent tanks.
5. In FO Daytank PS plugged one pipe and placed epoxy from the passageway onto a hair crack (currently full)
6. Area on SB side bottom various cracks found amongst transverse cracks.
7. @ frame 41-59: Long crack which starts 17" from ER Bulkhead forward, starting as a small crack and opening over the length till a larger opening at frame #40 (6"x6").
8. Crack (#7) is drilled at the end at frame #58-59.
9. Mudtanks #1 SB repaired using epoxy.





Ref 11. SB Chine is cracked and



Dive Survey 31Oct @ Sandfill Dock, St Thomas

Damage observations

8. Crack (#7) is drilled at the end at frame #58-59.
9. Mudtanks #1 SB repaired using epoxy.
10. Indentation on the PS chine
11. Serious indentation up to 8" on the SB chine with a longitudinal crack, length 5ft 8".
12. @ frame 43: 3ft off the side shell, a crack is found.
13. PS rudder has a small bent and one blade on the PS-propellor is bent.

In general, the bottom of the vessel has minor to serious indentation up to 1 ft, pushed up into the vessel. Most of the damage is between frame 40 and 57, where in some spots the bulkhead or frame become visible. There areas are in way of the Wing tanks, WBT#3's and the passageway, predominantly on the SB of the vessel.

Most cracks are along welds, and bulkheads, combined with openings and transverse cracks.

Note: this report is to be read in conjunction with the dive videos made on 31 Oct. All drawings are made for indication only as best as possible.



1. Pushed up bottom plating
2. Bottom view with indentation
3. Crack between two longitudinal longer cracks. (around frame 45)



Crack further on SB side (ref 12)



Long crack from aft to fwd (ref 7.), where damage opened the plating.



Passage way area including transverse cracks and openings in the ship's hull