

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

-7 FEB. 1966
Received London

Ship's Name ~~AT~~/MS " A T R A X " Gross tons 8867
LR-506897
Is there a rpt. 9? No Port BUENOS AIRES Rpt. No. 38645
No. of visits One First date and Last date 19-1-66
Interim Cert. issued Damage rpt. issued
& copy herewith? Yes & copy herewith? Yes Last rpt. (H.Q. only) BAS 38334
Date of completing rpt. 21-1-66 Surveyed at, if different from Port above Necochea Roads
Surveyed afloat and/or in D.D. Afloat Last date of examination in D.D. -
Has a Load Line Freeboard Marks verified -
Survey been held? No

State which additional Rpt. 8 is attached: (Cont): ~~XXXXXX/XXXXXX/XXXXXX~~

Survey fees - Damage fee \$ 17.500.00 Expenses \$ 2.500.00
S.A. fee \$ 1.500.00

I have surveyed the above ship in accordance with the Rules for Heavy Weather - Stated
encountered voyage No.3 Flushing to Necochea in ballast on the
5th., 6th. and 7th. December, 1965.

Log extract attached.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Upon ExaminationFoundRecommendedNo.1 Cargo Tank Centre

- 1) Bottom shell plating over entire length and breadth of tank, inclusive of keel heavily set up and with 4 (four) large cement boxes already fitted.

All bottom shell plating in way No.1 cargo tank inclusive of keel plate to be further specially examined in drydock and renewed as necessary; it being considered that apart from suitably arranged butts adjacent to bulkheads for cropping, all contained plating requires renewal.

P.T.O.

I recommend that this ship remain as classed ~~XXXXXX~~ without fresh record of ~~XXXXXX~~ Survey -
Subject to cargo not being carried in No.1 centre cargo tank until permanently repaired and to permanent repairs being effected to No.1 cargo (centre) tank and to forward cofferdam inclusive of bulkhead at next drydocking and before the end of April (3 months) and to all consequential damage attributable this cause as may become apparent at drydocking being dealt with as may then be recommended - and to all other outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

A.F. Sinclair

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 15 FEB 1966

Minute

Deferred for SS (Aug. 66)
(subject)

FOR CHAIRMAN
CLASSN. CTTEE

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

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012036-012041-01261/2

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

Write down

- 2) Centre line Keelson, face plate and attachments, heavily set up, buckled with numerous welded connections fractured. Centre line Keelson to crop as may be later indicated and renewed together with face plate, brackets and other attachments.
- 3) All (6 (PS) & 6 (SS) bottom longitudinal members, heavily buckled, torn, set up with considerable welding fractured. All contained longitudinal bottom shell members to renew, together with bulkhead bracket attachments, etc.
- 4) Bottom (3) deep thwartship web frames, heavily buckled, set up, with welding fractured. Forward and centre deep thwartship web frames to renew complete with all attachments. After deep web frame to crop and part renew together with attachments as may become necessary on repair.
- 5) All (6) deep brackets connections to longitudinal bulkheads distorted, with sundry numerous welding failures. Brackets to renew or repair as recommended during repairs.
- 6) Main cargo line fractured. Main cargo line to renew as necessary.
- 7) Forward bulkhead (No.1 centre/cofferdam) buckled up to a height of approximately 5 feet maximum with connections to lower longitudinal members fractured. Bulkhead to crop and part renew or fair as may be recommended during repairs with all lower bracket attachments to be renewed.
- 8) Nos.1 Port and starboard cargo tanks - Generally in good condition with minor signs only of deformation apparent. No repair recommendation given. Tanks remaining available for cargo, after hydraulic test, only if liquid cargo carried.

Forward Cofferdam

- 9) Section forward of No.1 centre cargo tank - All longitudinal All longitudinal members (12) forward of No.1 centre cargo

Contd. . .

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Ship's Name ~~89~~MS " A T R A X "

LR-506897

Port BUENOS AIRES Rpt. No. 38645

members (12) heavily buckled,
set up with welded connections
part torn away.

tank to renew together with
connections.

- 10) Keel and Bottom shell plating
forward No.1 centre cargo tank
set up.

To further examine in drydock and
there renew or fair in place as
may be recommended.

General Remarks.

At time of inspection it was not possible to examine No.2 centre cargo tank, same being then in part ballast. Whilst it was stated no large damage had been noted in this area it is recommended that a comprehensive examination be held in this tank during repairs to this account, it being here however confirmed that No.1/2 centre cargo tank bulkhead was at time of this examination so far as seen tight.

It was stated that main pump room flooded up to sea level during heavy weather, the opinion of the undersigned being, in the absence of other proof, that this flooding resulted from master cargo suction line valve being left either partly or fully open, thus permitting flow back from known fractured No.1 cargo line (same as above mentioned). No serious structural damage apparent in pump room.

Repairs, apart from fitting of cement boxes, as above mentioned have at the request of Owners Agents been deferred until arrival suitable European Port and after discharge present contracted cargo.

An S.R.L. item as overleaf recorded has been raised accordingly.

S.R.L. No.246 - No action this time.

App. No.17 - No action this time.

A. G. Prindani

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