

COPY. LONDON

LLOYD'S REGISTER OF SHIPPING

S/C No. 2577



Port BUENOS AIRES

21st. January, 1966

This is to Certify that

A. F. S I N C L A I R

The undersigned Surveyor to this Society did at the request of Messrs. Cooper Bros., 25 de Mayo 489, Buenos Aires, Lloyd's Agents, and with the consent of the Master attend on board the

M.V. " A T R A X "

LR-506897

8867 tons gross of Monrovia on the 19th. January, 1966, whilst the vessel lay afloat at anchor in Necochea Roads, for the purpose of examining and reporting damage - Stated caused by heavy weather encountered Voyage No. 3 Flushing to Necochea (in ballast) on the 5th., 6th. and 7th. December 1965.

An extract of Log lifted, relative to this incident reads (Free Translation) as follows:

"M/T "ATRAX"
LIBERIAN 2299
NET TONS 5252
GROSS " 8867

Port of NECOCHEA
Date. JAN. 18th. 1966

VOYAGE No. 3

EXTRACT OF DECK LOG BOOK

Voyage from FLUSHING to NECOCHEA in Ballast
Re: Heavy Weather Report.

DATE	TIME	WIND	REMARKS
SUN 5-12-65	00.58	-	Stop engine pilot left.
	01.00	SW 7	Full ahead, started sea passage strong wind, sea very rough, vis. moderate.
	04.00	SW 7	Strong wind sea very rough, rainy, vis. poor.
	08.00	SW 9	Overcast, sea very rough, wind gale force, rainy, vis. poor.

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
"The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, but it is to be understood that neither the Society nor any Member of any of its Committees nor any of its Officers, Servants or Surveyors is under any circumstances whatever to be held responsible or liable for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any act or omission, default or negligence of any of its Committees or any Member thereof, or of the Surveyors, or other Officers, Servants or Agents of the Society."

NOON W 10-II Sea very rough, strong gale wind, ship rolling and pitching, vis. poor. Lat. 50,37 N Lon. 00.23 W Av. Sp II. 81.
 12.47 Wind came more strong, sea precipitous mounting waves hit the ship, ship rolling and pitching heavily, reduce moor speed in 65 R.P.M. All the precaution taken.
 16.00 W 10-II Wind force strong gale sea very rough vis. poor.
 20.00 W 10-II Wind force strong gale sea precipitous ship rolling and pitching heavily sail with precaution.
 24.00 W 9-10 Wind strong gale sea precipitous rain vis. moderate sail with precautions due heavy weather.

MON 6-12-65 04.00 W 10 Wind strong gale sea precipitous vis. moderate sail with precaution.
 08.00 W 10 Wind strong gale sea very rough, sail with precaution.
 NOON W 9 Wind strong gale sea very rough vis. poor. LAT 49,24N LONG. 03,13 W DIST. 160 Mil. TIME 25.00 AV. SPEED 6,40.
 16.00 W 8-9 Strong wind sea very rough vis. poor sail with precaution.
 17.00 W 6-7 Weather improved back, normal speed c/c course 2508 to our destination.
 20.00 W 6 Sea rough vis. good.
 24.00 WNW 6 Sea rough vis. good.

TUE 7-12-65 01.00 W 5-6 Sea rough vis. good.
 04.00 W 5-6 Sea rough vis. good.
 08.00 W 5-6 Partly cloudy sea rough vis. good.
 NOON W 5 Sea rough vis. good LAT. 46, IIN LONG. 07,10W DIST. 263 M TIME 24.00 AV. SPEED 10,00 Kts.

During the inspection of the ship after bad weather I found the damages which I inform in my weather damages report.

I certify the above true correct translation of the Greek ship's Log Book.

(Signed)

V. GIANNOUTSOS
MASTER. "

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Upon examination the undersigned Surveyor

FOUND

RECOMMENDED

No.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.



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

All longitudinal members (12) forward of No.1 centre cargo 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.



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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.

This Report is to be considered as preliminary as is cost of permanent repairs which are given in good faith as approximate Pounds Sterling Twenty Thousand/shillings and pence nil (£ 20.000/-/-) with time visualised in drydock as ten (10) days. The above figures to be inclusive of all, removals and replacements in way, recoating and painting of all new or disturbed materials and all testing as may be necessary.

Damage found is in the opinion of the undersigned directly and fully attributable to cause alleged.

Classification Surveyor is fully advised on this case he recommending to his Principals - Lloyd's Register of Shipping as follows- Class maintained without fresh record of survey - Subject to cargo not being carried in No.1 centre 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 April 1966 (3 months) and to all consequential damage apparent at drydocking being dealt with as may then be recommended.

A. Y. Prichard

Surveyor to Lloyd's Register of Shipping.

Fee \$ 20.000.00



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