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To:	All Surveyors/Auditors
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Applicable to flag:	All Flags
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<b>Dry Cargo Vessels- Inspection guidelines.</b>	
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Reference:	CONARINA Instructions
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**Dry Cargo Vessels- Inspection guidelines.**

For guidance in the examination of dry cargo vessels, give particular attention to the following possible problem areas:

- a. Horizontal grooving or fractures on the inner surface of the shell plating just above the tank top or 'tween deck, principally at after end of the holds. The topmost and bottom course of bulkhead plating, bottom end of side frames or vertical stiffeners, and bilge brackets may also be locally grooved or severely wasted. Gauging of the plating in the wasted area may be advisable.
- b. Vertical grooving or fractures on the inner surface of side shell plating at the toe of the fillet welding attaching transverse bulkheads or transverse side-frames to the side shell, particularly at about the vessel's quarter-lengths and in the "wind-and-water" strakes. Gauging may be advisable if such wastage is evident.
- c. In vessels with wide hatch openings such as container carriers and in vessels with a raised deck between the line-of-hatches, fractures at or close to the hatch corners and at the boundaries of the box girders.
- d. Leakage into the holds originating from wasted or damaged air vent pipes, sounding pipes, scupper valves and bilge wells. Leakage from these sources would normally be easily controlled by the bilge pumping arrangements, however the bilge well strainers have occasionally been found to have been plugged for the carriage of grain or other bulk cargoes and not opened after discharge of the cargo. Occasionally punctures have been found in transverse watertight bulkheads caused by carriage of scrap cargo; this of course makes minor leakage into the hold a very serious situation when bilge well strainers are blanked off or plugged.

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- e. In some cases holes have been found burned or drilled in watertight bulkheads or shaft alley tunnel sides for emergency drainage into another compartment or for temporary wiring or piping. These areas should be examined, and any such holes properly and permanently closed.

REFERENCES:

- CONARINA Instruction to Surveyor

- ATTACHMENTS: No

Kindest Regards,  
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