



TECHNICAL CIRCULAR No. 719 of 7th February 2022

To	All Surveyors/Auditors. All flags
Title	Ballast tank repairs
Reference	CONARINA -Instruction to surveyors

Ballast tanks repairs

A 16-year-old general cargo on the targeted ship list and Flag Blacklist was attended for an annual hull.

The ballast tanks with poor coating conditions were examined as required for annual survey. Corrosion, holes, detachments, deformations, and fractures were found.

Thickness measurements were carried out for all ballast tanks.

Four ballast tanks were found with excessive corrosion greater than 30 percent in way of various longitudinals over a total length for bottom plating by 10m and side shell by 6m.

The owner proposed repairs with steel I-beams in lieu of internal tank repairs.

CONARINA instruction require “...*any damage in association with wastage over the allowable limits, including buckling, detachment or fracture, or extensive areas of wastage over the allowable limits, which affects or may affect the vessel’s structural, watertight or weathertight integrity, is to be promptly and thoroughly repaired.*”

Extensive areas of wastage over the allowable limits may compromise the vessel’s structural, watertight, or weathertight integrity.

If not promptly repaired, further wastage can lead to catastrophic structural failure and loss of the vessel, leading to an increased risk of safety to life, property, and the natural environment.

The owner proposed repair by doubler was rejected.

The flag administration and owner were notified accordingly.

The owner requested a longitudinal strength assessment to defer extensive repairs.

Temporary repairs in selected locations were considered acceptable for the contemplated voyage.

The holed, wasted, and fractured internals were renewed as temporary repairs.

A damage report was issued for the remaining internals with excessive corrosion.

A two month short-term safety construction certificate was issued with concurrence from the flag administration for a single discharge voyage and transit to a repair facility to complete all repairs.

The vessel stayed in the repair facility for a month, where surveyor’s recommendations were rectified.

The owner purchased the vessel based on class and gauging reports from the last intermediate survey; however, extensive repairs were required.

For a meaningful exam, descaling and cleaning of mud are required when heavy corrosion is observed before gauging is taken.

The attending surveyor must closely supervise the gauging process.

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Gauging must be confirmed as representative before clearing any outstanding recommendations and before crediting the applicable survey.

REFERENCES:

- CONARINA – Case study-Repairs

ATTACHMENTS: No

Kindest Regards,

CONARINA Technical Office

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