



TECHNICAL CIRCULAR No. 745 of 5th September 2022

To	All Surveyors/Auditors. All flags
Title	Tug, hull plating corrosion
Reference	CONARINA Instruction

Hidden corrosion in E.R. hull plating

A 50m tug was attended by CONARINA Surveyor for class renewal in drydock. During external hull survey, the surveyor found rust, paint flaking as evidence of leakage in way of Engine Room shell platings on both sides port and starboard. The location was 1.5m below the main deck.

The surveyor requested the shipyard to remove the rust and paint and to provide access to the affected area for close-up examination. Visual examination found sheer strake holed and leaking in several locations.

Also, rub rails fitted on both sides bent, holed and fractured.

Damaged rub rails allowed the ingress of sea water to accumulate inside, causing corrosion to the sheer strake plating.

The surveyor is aware that excessive corrosion can produce holes in hull platings which may compromise the watertight and structural integrity of the tug and can lead to flooding.

The surveyor requested thickness gauging in way of corroded hull platings.

The gauging was taken from inside the engine room side plating between internal framing members and from outside by a recognized thickness company.

The results indicated multiple location with excessive corrosion.

The surveyor requested permanent repairs to be carried out by renewing the corroded platings.

The owner and the shipyard elected to replace the damaged rub rail and the corroded sheer strake both sides. All repairs were examined and tested, as necessary, and considered satisfactory.

The surveyor provided the support to the owner and the shipyard to resolve the excessive corrosion and to bring the vessel back into compliance with CONARINA regulatory requirements.

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REFERENCES:

- CONARINA lesson learned.

ATTACHMENTS: No

Kindest Regards,
CONARINA Technical Office

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