

Class No.	022172
Record No.	16UH0236

Ship's Name:	AFRAMAX RIVER	IMO No.:	9259173
Flag:	PANAMA	Registered GT:	57,943
Official No.:	42755-PEXT		
Place of Survey:	Houston, Texas USA		
Date of First Visit:	06 Sep 2016	Afloat	
		Date of Last Visit:	16 Sep 2016

The following survey(s) were carried out;

- Class Surveys ;
  - Occasional Survey (Hull & Machinery)
- Installation Surveys ;
  - CHG Occasional Survey
- Statutory Surveys ;
  - Safety Equipment Certificate Occasional Survey

Anniversary Date of Class Surveys; 11 Sep

The undersigned have carried out the above surveys in accordance with the Rules and found the ship to be fit to maintain her class subject to observance of the outstanding recommendations as noted below.

Outstanding Recommendations; See the attached Form ATT

Note; See the attached Form ATT



Information; Nil

Bruce [redacted] anytime

( ) ( )

Surveyor to Nippon Kaiji Kyokai Houston Office

( ) B. Pfeiffer ( )

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## Class

Recommendation (Statutory); Newly set out.

Vessel may have one voyage from Houston, Texas to Pascagoula, Mississippi for permanent repair to be made. The vessel should be at repair facility by 4 days after release from the Port of Houston. (the exact date will be entered as Due Date when known)

(Set out on 16 Sep 2016 at Houston)  
(DueDate: TBD Sep 2016 )

## Installation

Note (Installation); Newly set out

The General Use Crane at Fr 27 port side should not be used until repairs are made and crane is load tested.

(Set out on 16 Sep 2016 at Houston)  
(DueDate:--- )

## Statutory

Recommendation (Statutory); Newly set out.

Permanent repair of port side life boat and davit must be carried out by not later than the Due Date below. Vessel must carry additional life rafts on port side until permanent repair is completed.

(Set out on 16 Sep 2016 at Houston)  
(DueDate: 9 Nov 2016 )

Note (Statutory); Remain unchanged.

In accordance with SOLAS III/1.5, the followings to be carried out in the first scheduled dry-dock after 1 July 2014:  
Statement of one-time follow-up overhaul examination to be submitted ; and  
Flag state' s confirmation letter to be submitted; and  
1.1 time load test to be carried out in the presence of the surveyor

(Set out on 17 Nov 2014 at Rotterdam)  
(Due date: )

Note (Statutory); Remain unchanged.

Compliance with the requirement for mandatory installation of stability instrument to be verified at first renewal survey of relevant statutory certificates (IOPP, Chemical, Gas) after 1 January 2016 but not later than 1 January 2021

(Set out at Head Office on 21 December 2015)  
(Due date: --- )

### Survey Record

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- ☒ Class Maintenance
 ☐ Installations
 ☐ Statutory
 ☐ Others

☐ PSC

(Check boxes are to be filled as applicable. Descriptions for each article are to be made in detail as far as possible in the blank space below. Each article should be described with proper Heading.)

Ship Name: AFRAMAX RIVER Flag: Panama  
 Type: Oil Carrier GT: 11,708  
 IMO No.: 9259173 Call Sign: 3FCQ6

At the request of the manager visited the vessel at CEMEX terminal for Class Occasional Survey Hull; to survey hull damage. No part of the how the damage occurred is known to this surveyor.

This vessel is a double hull oil tanker. The double hull is in way of cargo area only.

The damage is all on the port side in way of no.5 water ballast tank port and no.2 fuel oil tank port. The no.5 water ballast tank port is from Fr 42 to Fr 51. The frame spacing from Fr 42 to Fr 44 is 3.530meters and from Fr 44 to Fr 51 is 3.640meters. The no.2 fuel oil tank port is from Fr 24 to Fr 40. The frame spacing is 0.900meters.

This surveyor entered the no.5 water ballast tank port and no.2 fuel oil tank port.

#### No.5 water ballast tank port

The no.5 water ballast tank port is from Fr 42 to Fr 51. The frame spacing from Fr 42 to Fr 44 is 3.530meters and from Fr 44 to Fr 51 is 3.640meters. Fr 42 is the aft watertight bulkhead. At each frame forward is a non-watertight swash bulkhead. Fr 51 is the forward watertight bulkhead.

This tank is entered via vertical ladder between Fr 43 and Fr 44. By the shell expansion drawing the first deck down is the 2<sup>nd</sup> deck and the next deck down is the 3<sup>rd</sup> deck. The damage is located in between these two decks about 50mm above side longitudinal (SL) 10a. There is indent of side shell plate and some deform of SL-10a. Indent/deformation about 100mm max. Some deformation of frames at side shell. About 1.3meter forward of Fr 43 is small fracture or cut of side shell about 500mm long and about 10mm wide maximum. Above SL-10a is SL-10 and below is SL-11.

Between Fr 44 and Fr 45. Here the SL-10a and SL-11 are both deformed and probably side shell too though it is hard to see. Indent/deformation about 50mm max. Some deformation of frames at side shell. There are no fractures, no sharp edges, all faired in.

Between Fr 45 and Fr 46. Note: SL-10a is not in this bay as it ends at Fr 45. Here the SL-10 is intact. There is indent of side shell plate about 100mm above SL-11 and SL-11 is deformed from Fr 45 to midway between frames. Indent/deformation about 30mm. There are no fractures, no sharp edges, all faired in.

Between Fr 42 and Fr 43. There is indent of side shell plate about 75mm above SL-10a and SL-10a is deformed. This from about Fr 43 aft to about midway in between. Indent/deformation about 75mm. There are no fractures, no sharp edges, all faired in.

The side longitudinals described are grade KA mild steel. The side shell plate is 16.5mm thick, grade KA36 high tensile steel.

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#### No.2 fuel oil tank port

The no.2 fuel oil tank port is from Fr 24 to Fr 40. The frame spacing is 0.900meters. Fr 24 is the aft watertight bulkhead. Fr 40 is the forward watertight bulkhead. Fr 28, 32, and 36 are web frames. This tank is entered via vertical ladder at Fr 40. By the shell expansion drawing the first deck down is the 2<sup>nd</sup> deck and the next deck down is the 3<sup>rd</sup> deck.

The damage is about from Fr 26 to Fr 35 about 150mm above SL-11. Above SL-11 is SL-10a.

- There is fracture or cut in side shell from about Fr 27 to Fr 35. This has the appearance that the side shell was cut open. The upper edge of plate at cut has small deformation inward about 50mm max. The lower edge of plate at cut had various deformation inward about 50mm to 300mm this creating a horizontal gap ranging from about 50mm to 300mm. The worst being between web Fr 28 and web Fr 32.
- Side shell indented various at and just below SL-11 going up to just below SL-10a.
- SL-11 has various deformation in web and frame from about Fr 24½ to Fr 35. The worst being between web Fr 28 and web Fr 32.
- Web Fr 28 and web Fr 32 has deformation at and adjacent to position of SL-11.

SL-11 is grade KA mild steel. The side shell plate is 17.5mm thick, grade KA36 high tensile steel.

In regard to this damage the ship manager activated the ClassNK ETAS (Emergency Technical Assistance Service). All damage information was provided to ETAS office within our Head Office. Based on the location of the damage in no.2 fuel oil tank port and no.5 water ballast tank stbd and the contents of other tanks; the vessel has sufficient stability and longitudinal strength in its present condition to sail from Houston to repair facility in Pascagoula, Mississippi.

Set out Class Recommendation vessel may have one voyage from Houston, Texas to Pascagoula, Mississippi for permanent repair to be made. The vessel should be at the repair facility by 4 days after release from the Port of Houston. (the exact date will be entered when known)  
Recommendation repeated on Sheet ATT.

-The End -

### Survey Record

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- ☒ Class Maintenance    ☐ Installations    ☒ Statutory    ☐ Others  
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At the request of the manager visited the vessel on 16 September 2016 at CEMEX terminal for the following surveys.

#### Occasional Survey – Hull

Apparently, after the damage to the fuel oil tank described previously there was a fire primarily on the port side and I suppose the fuel floating on the water burning and moved around the transom to the stbd side. From the change of color on ship sides and equipment the fire was higher than the main deck from about Fr 24 to Fr 41 on port side. The fire up to the main deck on port side from Fr 24 aft to and around the transom to the stbd side. On stbd side the level of the fire was intermittent. From about Fr 50 to Fr 65 stbd side the fire was up to about the summer load line. Within this length from about Fr 54 to Fr 58 the fire was up to the main deck. From about Fr 78 to Fr 83 stbd side the fire was again up to about the summer load line. Regarding side shell, this surveyor believes the fire damage is coating only.

For reference on port side Fr 24 to Fr 40 is no.2 fuel oil tank port. No.4 water ballast tank stbd is from Fr 51 to Fr 65 (frame spacing 3.640meters). Fr 79 is a watertight bulkhead separating no.3 water ballast tank stbd and no.2 water ballast tank stbd.

#### Cargo Handling Appliances Occasional Survey

The general use crane is located at Fr 27 port side in area where fire was above main deck. The overall condition is not known. Entered note in Cargo Gear Book. Set out Installation Note, the general use crane should not be used until repairs are made and crane is load tested. See Sheet ATT.

#### Safety Equipment Occasional Survey

Previously there was the fire was higher than the main deck from about Fr 24 to Fr 41 on port side. Within this length about Fr 26 to Fr 40 are the port side life boat, davit, life rafts, and embarkation ladder. The heat removed the outer coating of the life boat and severely damaged the life rafts (2) in cradles. The embarkation ladder burned. Two new life rafts were placed on board and a new embarkation ladder. Nothing could be done with the life boat and davit at this time. The ship manager appealed to flag, Panama, and they authorized Conditional Safety Equipment Certificate on the condition that the vessel carry an additional 2 life rafts on the stbd side until permanent repairs are made. Set out Statutory Recommendation, permanent repair port side life boat and davit must be carried out by not later than 9 November 2016. Vessel must carry additional life rafts on port side until permanent repair is completed. Recommendation repeated on Sheet ATT. Issued Conditional Safety Equipment Certificate valid to 9 November 2016.

-The End -

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Ship Name: AFRAMAX RIVER Flag: Panama  
 Type: Oil Carrier GT: 11,708  
 IMO No.: 9259173 Call Sign: 3FCQ6

At the request of the manager visited the vessel at CEMEX terminal for Class Occasional Survey - Machinery; to survey the main engine.

The ship manager arranged for main engine technician to visit the vessel and check out the operation of the main engine. This vessel's main engine is 7RTA62. This engine is directly connected to the propeller so the engine must stop when changing direction ahead and astern. The main engine technician examined and say ready for use. The main engine governor examined and say ready for use. In the presence of this surveyor while vessel remaining at this berth tested the main engine operation. From Stop to Dead Slow Ahead to Slow Ahead to Stop to Dead Slow Astern to Slow Astern to Stop. This test was carried out with control from the bridge and same test carried out with control from the engineroom. The main engine started without any delay, ahead and astern, on the movement of the telegraph. The main engine rpm was in accordance with design, Dead Slow 30rpm and Slow 38rpm. This surveyor believes the main engine is ready to answer all orders.

  
 Bruce P. Heger, Surveyor  
 ClassNK Houston Office



Mobile/anytime:   
 Date: 16 September 2016

- The End -