



RINA USA, Inc.

Fort Lauderdale Area Office

FAX MESSAGE

FROM: Valentin Hinev – RINA Surveyor

TO: USCG Sector Houston - Galveston

ATTN.: Mr. I.E. SMITH, USCG, COTP
USCG Sector Houston-Galveston
Email: HoustonPSC@uscg.mil

OUR REF. NO.: 2022XL01-408

DATE: April 27, 2022

TELEFAX: 954-838-0409

TELEFAX:

No. of Pages: 2

IF NOT RECEIVED PROPERLY, PLEASE CALL THIS PHONE NUMBER: 954-838-0408

SUBJECT: MSC AQUARIUS, IMO No. 9262704

Re: Conditions based on COTP Order # 224685 dated 14-Apr-2022

Undersigned RINA Surveyor, acting on behalf of the Flag State, attended subject vessel from 14-27 April 2022 at Port of Houston, TX for occasional survey following COTP Order and below is being reported:

From the COTP Order:

Upon COTP review, a determination will be made as to the documentation required for attestation of the efficacy of the temporary or permanent repairs, which may include a report from your Class Society.

Now done:

Following Statement of Facts and the Letter of Protest, provided by the ship's Captain, an occasional hull survey carried out based on damage/casualty with forward tug GEORGE M due to tug's main engine failure. The vessel was underway proceeding with Pilot on board for berthing at Barbour's Cut Terminal, Port of Houston, about 0346 LT on April 14, 2022.

Underwater inspection was conducted between 1100 and 1300 on April, 15, 2022 by the diving company Subsea Global Solutions (SGS).

Following inspection found indent iwo Forepeak Tank with port bulbous bow plating set-in over 2500 mm L x 1200 mm H with breach/fracture of shell plating over approx. 1700 mm L x 480 mm H (at breach forward end) and 75 mm H (at breach aft end) at approximately 8 meters draft ABL, between Fr. 38 and FE (breach starting at 1500 mm from the center of the bulbous bulb and extending aft until approx. 8 m from the draft marks).

Forward of the main indent, an indent was noted of 1100 mm L x 750 mm H x 75 mm depth (inset starting at the port steam weld seam), extending the whole indented area to approx. 3600 mm L.

Aft of the main indent and above the aft end of the breach an indent was noted of 300 mm L x 900 mm H x 30 mm depth.

Internal inspection of the damaged area inside the Forepeak Tank not possible due to water ingress.

In view of the above-noted damages to the subject vessel, the owner's/operators in cooperation with the Texas Commercial Diving and Steel Repairs Inc., Houston presented detailed repairs plans to be submitted for review to RINA Class and to USCG PSC.

RINA USA, Inc.

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Now a temporary repairs of damaged forepeak tank carried our by welding of ¼ steel plate outside side shell as a doubler. Welding of the steel plate perimeter completed on April, 24 2022 and water inside the forepeak was pumped out.

At this point all damaged areas were inspected internally and determined the extend of repair work. New two vertical supports at damaged areas were installed to reinforce doubler plate.

In addition all damaged areas were protected by steel box and high drying cement.

At the end of the work, first welding work was checked by magnetic particle method and found acceptacle. Also additional hydrostatic test with full water inside the forepeak tank was carried out wuth satisfactory results.

Attached are technical reports for reference.

Generally, vessel is found to be in good conditions for her intended operations and navigation.

Sincerely,
Valentin HINEV
Marine Surveyor
RINA USA, Inc.

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