



## FOR POSSIBLE PRESENTATION TO THE UNITED STATES COAST GUARD

Office: **Tampa**

Date: **22 April 2021**

This Statement is issued to Master of "BOW TRIBUTE" at the request of the owner's representative for possible presentation to the United States Coast Guard after verification of deficiency referred in the Captain of The Port Order 21-005, dated 23 March 2021.

SHIP'S NAME: BOW TRIBUTE  
LR/MO No.: 9669885  
CALL SIGN: LARU7  
GROSS TONS: 30,521  
PORT OF REGISTRY: NORWAY NS

### Deficiencies:

1. The owner, operator, or master of the vessel must ensure repairs are made to the satisfaction of the Coast Guard and class society prior to departure. A Class report attesting to the repairs conducted shall be submitted and deemed acceptable by the Captain of the Port, prior to the vessel's departure from the Port of Tampa.
2. The owner, operator, or master of the vessel shall submit written request for approval from the captain of the Port prior to any additional vessel movements within the Sector St. Petersburg COTP Zone.

### Now done:

The following repairs were carried out under survey and satisfactorily verified:

1.-Technical fresh water tank 1P:

Shell plating at FR 34/43 between L30/31, cropped and renewed section of 7,200 mm x 1,300 mm x 14,5 mm, A36 steel.

Damaged watertight bulkhead FR 34 between L30/31 IWO port side shell, cropped and renewed section of 1,400 mm x 300 mm x 13.5 mm, A36 steel.

Damaged web FR 38 between L30/31 IWO port side shell, cropped and renewed section of 1,700 mm x 650 mm x 13.5 mm, A36 steel

2.-Pump Room Ballast Cofferdam:

Above 3<sup>rd</sup> stringer deck port side shell plating, damaged FR 43/44 between L30/31, cropped and renewed section of 1,000 mm x 1,300 mm x 14.5 mm, A36 steel.

3.-Water Ballast Tank 6P:

Shell plating above 3<sup>rd</sup> stringer deck at FR 44 to forward of FR48 between L24/35, cropped and renewed section of 4,100 mm x 1,700 mm x 14,5 mm, A36 steel.

Damaged watertight bulkhead FR 44 between L24/25 IWO port side shell, cropped and renewed section of 800 mm x 350 mm x 13.5 mm, A36 steel.

Damaged web FR 48 between L24/35 IWO port side shell, cropped and renewed section of 1,400 mm x 400 mm x 13.5 mm, A36 steel

Lloyd's Register Group Limited, its affiliates and subsidiaries and their respective officers, employees or agents are, individually and collectively, referred to in this clause as 'Lloyd's Register'. Lloyd's Register assumes no responsibility and shall not be liable to any person for any loss, damage or expense caused by reliance on the information or advice in this document or howsoever provided, unless that person has signed a contract with the relevant Lloyd's Register entity for the provision of this information or advice and in that case any responsibility or liability is exclusively on the terms and conditions set out in that contract.

Damaged 3<sup>rd</sup> stringer deck FR 44/48 at L24 IWO port side shell, cropped and renewed section of 3,600 mm x 350 mm x 12 mm, A36 steel

Damaged side longitudinal L 25 at FR 48 IWO port side shell, cropped and renewed section of 350 mm x 90 mm x 17.5 mm, A36 steel

Third Deck in Machinery Space:

Port side shell plating at FR 24/26 between L24/35, cropped and renewed section of 1,300 mm x 1,400 mm x 13,5 mm, A36 steel.

At completion of all steel repairs primer and two layers of final coating applied.

Port side Accommodation Ladder:

Landed to the workshop for repairs of the structure and stanchions support. At completion load test satisfactorily carried out. Now port side accommodation ladder installed onboard and operational test satisfactorily carried out.

Propeller Blades:

Landed to specialized workshop to complete blades repair under Class Requirements survey. Welding of blades satisfactorily carried out by qualified welders using approved procedures and consumables. At completion of repairs NDE testing and balancing satisfactorily carried out by qualified technician using certified equipment.

Stern tube aft seal dismantled for servicing. Aft seal liner overhauled in the workshop and then installed. New shaft aft seals replaced by certified technician using OEM spares supplied by vessel. At completion system tightness test satisfactorily carried out.

An under water examination report was provided.

In view of the survey now completed, reports are being forwarded to the Committee of Lloyd's Register recommending that the ship's class be maintained.



Jose Mendez  
Surveyor to Lloyd's Register America, Inc.

a member of the Lloyd's Register group.