

COPY

LLOYD'S REGISTER OF SHIPPING

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, London, Telex
Telex No.: 24305

Telephone: ROYal 9166

10th August, 1961.

Dear Sirs,

Motorship "PIENINY"

K/MAL
Your Report No. 16261 has now received the consideration of the Committee and the recommendations contained therein have been approved.

The result of the drillings carried out have now been examined in this Office. It is noted that the results given are in way of the deepest pits in the bottom plating but that you consider the plating to be satisfactory in view of the extent of the pitting and the presence of a bottom shell doubling.

It is the custom in this Office to examine drillings both on a basis of renewal when the thickness is below 70 per cent. of the original in the case of isolated plates, and also on a basis of reduction in sectional area of the deck and bottom, i.e. top and bottom flanges of the hull girder. In the present instance it has not been possible to carry out these procedures since the drillings are evidently not representative of the plating as a whole.

As regards the bottom shell doubling this and other reinforcements were fitted some years ago to many transversely framed tankers to increase the longitudinal strength. Drillings should, therefore, be taken in way of doublings



© 2021

Lloyd's Register
Foundation

010545-010553-0119 1/2

- 2 -

when, as in the present instance, they are of considerable extent and are not merely local.

You should be guided accordingly in future drilling cases.

Yours faithfully,

Deputy Clerk to the
Classification Committee.

The Surveyors,
HONG KONG.

c.c. for Classing letter file.



© 2021

Lloyd's Register
Foundation

0119 2 12