

Expt. 8

DISCLOSED

Port HONG KONG.

22 JUN 1961

No. 16261.

Date of writing Report 7-6-61.

SECTION

When handed in at Local Office

7-6-61.

Received London

Survey held at

Hong Kong.

No. 790B

No. of Visits 10.

First Date 1-5-61.

Last Date 27-5-61.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 75866

on the ~~Iron~~ Steel M.S.

"PIENINY"

Tons gross 8272.

Year 1945.

Month 5.

Built at

Gothenburg.

By Whom

Eriksbergs M/V A/B.

Owners

Polish Government.

Owners' address (If not already in R.B.)

Managers

Polish Ocean Lines.

Port of Registry

Gdynia.

float or in Drydock

Both.

Name of Dock

Hongkong & Whampoa Dock Co. Ltd.

Date of last examn. in Drydock 3-5-61.

Alterations in existing particulars in the Register Book should be reported and underlined.

Port: No. 1337

Port

SNG

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being stated. For Annual, Special or other Condition Surveys the Summary of Condition and Condition on the back of the Report is to be carefully completed and necessary in the body of the Report. Outstanding items to complete the Survey must be stated at the end of the Report. The reasons for Repairs must be stated. Account of Damage (the alleged cause of which must be stated) should be separated from other causes, and, besides being detailed in the body of the Report, summarised in the form below. When, at a Special Survey, the Shell and Deck are replaced or retested the necessary particulars are to be given on Report 8(Eq) be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1	2,60	+LMC CS	11,57
SS (Dr)	11,57	DBS	2,60
		TS CL	10,57
		SPS	11,57

and references to any letters relating to this Report Committee's dated 31-5-61 & Secretary's letter 18-1-61, Ref. Classn. (H).

cases where the Surveyor has not made a special damage report he should state whether he offered

advice for this purpose and to whom and why they were declined. Damage Report

Freeboard as marked on ship and now verified 7 ft 5. ins

ed by the undersigned, copy

Was a damage report made by anyone else? If so, by whom? No.

ATION AND REPAIRS AS PER RULE FOR DOCKING, EXAMINATION OF CARGO TANKS & DAMAGE REPAIRS.

The Owners' Representative stated that he wished the cargo tanks examined at this and a decision would then be made as to (1) Annual Survey at this time. (2) General Examination for postponement of Special Survey for one year. (3) Special Survey at this

The vessel was placed in dry dock and on examination of the cargo tanks internally y corrosive pitting was noted on the bottom plating. This plating was drilled at the om of the deepest pits and the plating considered satisfactory in view of the extent he pitting and the doubling plates previously fitted to "A" strakes port and starboard. plan attached for drillings. Vessel then undocked.

The Owners' Representative ordered the complete drilling of all bulkheads and this carried out as per the attached prints.

The survey was then discontinued on the instructions of the Owners' Representative.

An attempt was made to clear the vessel for Whampoa but the local Marine Department used clearance until the Annual Load Line survey was held.

Machinery - Propeller, fastenings of the stern tube and sea connections examined found in order. T.S. wear down 5/32".

CONTINUATION OVER SHEET 2

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
ARY OF DAMAGE REPAIRS								
wed		2						Bulkhead plate 1.
oved and Faired or Repaired	1							
d or Repaired in place								

Survey also been held on machinery of the Ship?

Yes.

Is Classification Certificate required? If so, to be sent to No.

the Report sent now, or when will it be sent?

Incorporated.

Has Interim Certificate been issued? Yes.

RAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel, so far as now seen, is in satisfactory condition and eligible, in opinion, to be retained as classed with fresh record of D.S. 5,61, subject to Nos.2, 4 centre tanks not being used for dissimilar cargoes until thwartship bulkheads of 3 tank repaired, to port bower anchor being replaced by an approved anchor to Rule ght and test and to screwshaft and donkey boiler being examined not later than the 1 of August, 1961.

D.C. Wood & James A. Anderson.

Surveyor to Lloyd's Register of Shipping

WEDNESDAY - 9 AUG 1961

Minute

55 5.61, subject

40m, 3,58 T.



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010545-010553-0127 1/3

The Surveyors are requested not to write in the space above

RPT 8(Eq) (EQUIPMENT)

To be securely attached to

SHIP'S NAME "PIENINY"

REPORT 8, HONG KONG No. 16261.

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

ANCHORS

"cf"

Number of Certificate	Anchors	Weight Ex Stock			Weight of Stock			Test per Certificate				Weight Required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts. or Kilogs	qrs. or Kilogs	lbs.	Cwts. or Kilogs	qrs. or Kilogs	lbs.	Tons	Cwts. or Kilogs	qrs. or Kilogs	lbs.	Cwts. or Kilogs	qrs. or Kilogs	lbs.			
G.L. 52293 H	Bower	3600			--				54900			73	2	0	Hall's Patent.		Hamburg 24-6-59.
	Collective Weight																
	Stream																

Below Rule Weight see condition of class.

CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable			Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent
	Length or Metres	Diam. Ins. or M/ms	Statutory or Kilogs	Breaking or Kilogs	Supplied or Kilogs	Rule or Kilogs	lbs.	Length or Metres	Diam. Ins. or M/ms			
1182	25.5	63	112650	157500	2280	86	3 0	27	16	W.I. Stud	Unknown.	Hamburg 31-5-58.
919	28.0	63	112650	157500	2420					Link.	Unknown.	G.K. Schweitzer. Hamburg 31-1-57.
390		57	128800	180100	221					SQ Stud Link with swivel	Kettenfabrik Kalthof August Thiele	Kalthof 30-7-59. L. Grimberg.

James A. Anderson.

Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? Chain cables, Yes.

Port of HONG KONG,

Continuation of Ship/Master Report No. 16261,

dated 27th May, 1961.

27 JUL 1961

on the ~~M.S.~~/M.S. "PIENINY"

Damage due to vessel colliding with "ARTHUR MAERSK" on 30th April, 1961, in Hong Kong Harbour.

For further particulars please see Special Damage Report issued by the undersigned.

Damage Repairs :-

Stem plate fired and faired in place.

Two frames Nos. 2 & 3 (from forward) cropped and part renewed.

Forecastle bulwark plate cropped and part renewed.

Forecastle bulwark bracket and stay removed, faired and refitted.

Forecastle bulwark rail renewed or faired as necessary.

Damage due to fracture of port gypsy on 1st March, 1961, in Bitter Lakes, voyage Whampoa to Durres,

Damage Repairs :-

Windlass gypsy, port side, renewed.

Conditions affecting vessel's class :-

Forward bilge plate (s.s.) examined and no defects apparent. This item may now be deleted.

No. 3 centre cargo tank tested and forward bulkhead found leaking, port side, 1" from longitudinal bulkhead and between upper and lower shelves. After bulkhead found leaking p.s. at 4th stiffener from longitudinal bulkhead and between deck and upper shelf. The Owners' Representative requested that repairs be deferred until Special Survey and this was agreed subject to dissimilar cargoes not being carried in Nos. 2, 3 & 4 centre tanks.

Equipment. 30 fathoms chain cable and one bower anchor supplied at this time. The bower anchor is approved G.L. and 2 cwts. 2 qrs. 15 lbs. under Rule weight. The collective weight of the anchors on board is 218 cwts. 20 lbs. A copy of the G.L. anchor certificate is attached hereto.

Rule ball. weight $3 @ 73\frac{1}{2} = 220\frac{1}{2}$ cwts.



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