

apt. 8

DISCLOSED SECTION

Port HONG KONG. No. 16261.

Date of writing Report 7-6-61. 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 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 --. Managers Polish Ocean Lines. Port of Registry Gdynia. Name of Dock Hongkong & Whampoa Dock Co. Ltd. Date of last examn. in Drydock 3-5-61.

DISCLOSED SECTION No. 790B

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

Port: No. 1337 Port PNG

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 unmarised 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 Plating is replaced or retested the necessary particulars are to be given on Report 8(Eq) be attached to this Report.

Table with columns: SHIP'S CLASS, Date of Special and of Drydocking Surveys, etc., Machinery. Rows: +100A1 (2,60), SS (Dr) (11,57), +LMC CS (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 Freeboard as marked on ship and now verified 7 ft 5. ins. Was a damage report made by anyone else? If so, by whom? No.

EXAMINATION 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 time and a decision would then be made as to (1) Annual Survey at this time. (2) General Survey for postponement of Special Survey for one year. (3) Special Survey at this time.

The vessel was placed in dry dock and on examination of the cargo tanks internally by corrosive pitting was noted on the bottom plating. This plating was drilled at the bottom of the deepest pits and the plating considered satisfactory in view of the extent of the 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 refused 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

Table with columns: SHEET OF DAMAGE REPAIRS, Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Inner Bottom Plates, Deck Plates, Beams, Other Items. Row 1: Bulkhead plate 1.

Survey also been held on machinery of the Ship? Yes. Is Classification Certificate required? If so, to be sent to No. Has Interim Certificate been issued? Yes.

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 1 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. Wicks H. Kelly. G.A. (Comm. of class).



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.	F.P. Tank	No.	No.
Rudder lifted	No.	A.P. "	No.	No.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel) and Cofferdams	No.	No.
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks	No.	No.
Holds	No.	Deep Tanks	None.	No.
Tween Decks	No.	Oil Fuel Bunkers and Settling Tanks	No.	No.
Fore Peak Spaces	No.	Side Tanks	None.	--
After " "	No.	Wing Tanks	None.	--
Engine Space	No.	Other Tanks	--	--
Boiler "	No.	Cargo Tanks (Tankers)	Yes.	No.3 centre -
Under Engines and Boilers	No.			
Tunnel and Well	None.	Cofferdams	Yes.	No.
Coal Bunkers	No.	Pump Rooms	No.	No.
Chain Locker	No.			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary? Yes.		
		Have Strums in Cargo Tanks (of Tankers) been removed? No.		
		Have Tanks been Retested as necessary after completion of any Repairs? No repair		

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? --

Have the bilges been cleaned out and examined? --

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? --

Has a Load Line Survey been held? Yes. If so, state which Annual.

Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be attached --

Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Y

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling and Cargo Battens	None.	Sluice Valves examined and found	None.
" " in way of side scuttles	Not examined.	Cement or Asphalt	Not examined.	Air and Sounding Pipes	exposed Good
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Not exam
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	from deck.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	Not examined
Beams and Fastenings	Good.	Shell Openings	None.	EQUIPMENT	
Frames	Good.	Ash Shoots	None.	Equipment Letter	C+
Reverse Frames	--	Overboard Discharges and Scuppers	Good.	Anchors, No. of 3 B.	Condition Good
Longitudinals	Good.	Freeing ports	Good.	Cables (State if now ranged and examined)	No.
Transverses	Good.	Steering Gear (Main and Auxiliary) examined and found	Good.	Stated length 300 F.	mean diam. Not
Floors	Good.	Windlass examined and found	Good.	" (on board) Rule Length 300 F.	Size 2-7/8
Keelsons	Good.	Pumps " " "	Not examined.	Hawsers and Warps	Good.
Stringers	Good.	W.T. Doors " " "	None.	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	Yes.
Inner Bottom Plating	Not examined.				
Bulkheads and Panels	See Report.				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes. See Below Report.

REMARKS, REPAIRS, Etc. (Contd.)

Cab. Lon. \$18.00  
" HKg. \$38.00

Survey Fee

\$2,000.00

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

300.00

Date when A/c. Rendered

Travelling Expenses (if chargeable)

40.00

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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.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Tons	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	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.*

If Patent, state name of Patentee  
If Stockless, state Mechanical Test

CHAIN CABLES

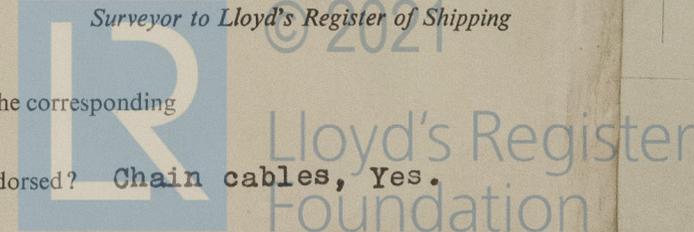
Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable			Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent	
	Length Fathoms or Metres	Diam. Ins. or M/ms	Statutory Tons or Kilogs	Breaking Tons or Kilogs	Supplied			Rule	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

*James Anderson*  
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.



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

Port of HONG KONG,

Continuation of Ship/Metry-Report No. 16261,

dated 27th May, 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 <sup>fab.</sup> 3 @ 73 1/2 = 220 1/2 cwts.

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