

1. NOV. 1967

Ship's Name SS/ <del>MS</del>	ORJEN	Port	SPLIT
Processing Number: LR	526526	Gross tons	7165
		Rpt. No.	2845
Port of Registry	KOTOR	Date of build	1943-9
		Is there a Rpt. 9?	Yes
No. of visits	8	First date	28.9.67
		Last date	18.10.67
Cert. B issued & copy herewith?	Yes	Damage rpt. issued & copy herewith?	No
		Last rpt. (H.Q. only)	CHG 1124
Date of completing rpt.	19.10.67	Surveyed at, if different from Port above	TROGIR
Safcon Cert. (ST) issued & copy herewith?	No	If surveyed in D.D. last date of examination	13.10.67
Has a Load Line Survey been held?	Yes, Annual	Summer freeboard <input checked="" type="checkbox"/> verified	Yes

3 NOV 1967

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees	DS.£5-2-0 & N.D.178.50	Damage fee	Rep.£10-0-0 & N.D.350.-	Expenses	
	W&T Rep.£10-0-0 & N.D. 350.-				N.D.453.-
				S.A. fee	" 190.-

I have surveyed the above-named ship in accordance with the Rules for ANNUAL SURVEY, CONDITION OF CLASS DOCKING SURVEY: Vessel placed in floating dock, side & bottom shell plating, sternframe and rudder cleaned, examined and recoated.

WEAR & TEAR REPAIRS:

UPPER DECK:

Doubler plate fitted over 1st inboard strake abreast hatchway No.3, portside.

Abreast hatchway No.5 following renewals of deck plating effected:  
1st inboard strake: 2 plates (portside)  
1st inboard strake: 2 plates (starboard)  
2nd inboard strake: 2 plates (starboard)

Hatchway No.5 starboard coaming reinforced by a substantial doubler plate welded over full length and 300 mm in depth.

Doubler plates welded over in way of aft deckhouse port & starboard.

FORE PEAK & CHAIN LOCKER:

Fore peak tank top plating renewed, chain locker front, side and end plating renewed up to 600 mm above fore peak tank top, stiffeners  
(Cont.....)

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with ~~XXXX~~ fresh record of dry docking. AS 10/67; DS 10/67 and without subject to shell plating in 4th strake below sheer in way of No. 4 hold (starboard) and bulkhead plating in way and without subject to sheer strake and 1st strake below sheer frames 9/20, bulwark and guard rails frames 12/20 (all starboard from forward) and plating under starboard anchor and soft nose stem.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

(Dipl. Ing. F. Beban)  
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY - 5 DEC 1967

Minute

DS 10.67, without spl. and (Haw)  
AS 10.67 MBS 10.67

015433-015444-0142 1/4

ALSO FOR

SPL FOR

TROGIR DEPT. NOTED BY SRL

POSTING

HEADER

CERT

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due



2021  
Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

DF

†Condition		†Condition	
Shell plating	Good	*Hatchways	Good
Sternframe	Good	*Ventilators & air pipes	Good
Rudder	Good	*Casings	Good
Was rudder lifted?	No	*Fiddley openings	Good
Plating, etc. In way of shell openings	Good	*Skylights	Good
F.P. spaces	Good	*Flush deck scuttles	None
Chain locker	Good	*Deckhouses & companionways	Good
A.P. spaces	Good	*Superstructures	--
Engine space	Good	*Side, bow & sterndoors	--
Boiler space	N.E.	*Side scuttles & deadlights	Good
Under E. & B.	N.E.	*Ash shoots, etc.	--
Coal bunker	-	Scuppers, discharges & valves	Good
Tunnel & well	N.E.	Guard rails & bulwarks	Good
Duct keel	-	Freeing ports	Good
Cement, asphalt, etc., on btm. shell	Good (No.1 & 6 DB Tank)	<del>xxxxxx</del> Lifelines	Good
Weather decks	Good	Fittings & appliances for timber deck cargoes	--
Sounding pipes with doublers under	Good (No.1 & 6 DB Tank)	Means of escape:	
Windlass	Good	(a) machinery spaces	Good
Masts & standing rigging	N.E.	(b) crew and <del>xxxxxx</del> spaces	Good
Hand pumps & suctions	Good	(c) spaces in which crew normally employed	Good
W.T. doors	N.E.	Communications between:	
Fire equipment	Examined by Yugoslav Register	(a) bridge & eng. room	Good (Teleph. & speaking pipe)
Other items:		(b) bridge and alternative steering position	Good (Telephone)
		Steering control systems (main and alternative)	Good (Telemotor from Wheelhouse)(Hand wheel from aft deck house)
		Helm indicator	Good
		Protection of aft steering wheel & gear	None
		Steering arrangements (main)	Good (Steam engine)
		" " (aux.)	Good (Blocks & Steel wire rope on whar-ping Winch)

N.E. = Not examined

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

Cargo ship Safety Equipment Certificate issued by Yugoslav Register valid until 18th October, 1968.

EQUIPMENT:

Equipment letter	} Cables	State if ranged	No
Fee ltr., if diff. from eqpt. ltr.		Length on board	
Anchors: No. on board		Mean dias. range from	
		Rule length	
		Mooring ropes	

© 2021

Lloyd's Register Foundation

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

\*These items to include their closing appliances, repairs and renewals of which should be reported.

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repair should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

Ship's Name SS/MS **ORJEN**

Port **SPLIT**

S.S.( **12/69** ) Due

Rpt. No. **2845**

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. When repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

Holds & Tween Decks:		†Condition	Tanks:	†Condition	Tested
			(See illustrations in Register Book)		
No. 1	Hold	Good			
	'Tween decks	Good	F.P. tank	Good	Good
			A.P. tank	--	--
			D.B. tanks & c/dams		
No. 2	Hold	N.E.	No. 1	Good	--
	'Tween decks	N.E.	No. 6	Good	--
No. 3	Hold	N.E.			
	'Tween dks	N.E.			
			O.F. bunkers		
No. 4	Hold	Good			
	'Tween decks	Good			
No. 5	Hold	N.E.			
	'Tween decks	Good			
			Settling tanks		
No. 6	Hold	--			
	'Tween decks	--			
			Deep tanks		
			Starboard	Good	Good
			Side tanks		
	Cargo battens	Good			
	Ceiling, etc	Good			
			Other tanks		

N.E. = Not examined

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey



© 2021

Lloyd's Register  
 (Dipl. Ing. F. Beban)  
 Surveyor to Lloyd's Register of Shipping  
 Foundation

0142 2/4



Ship's Name SS/MS ORJEN

Port SPLIT

Rpt. No. 2845

renewed full length. All renewals due to corrosion.  
 All side frames and intermediate frames above fore peak tank top reinforced at lower ends by doubling bars welded over.  
 Hydraulically tested fore peak tank on completion of repairs. Hose tested collision bulkhead above fore peak tank satisfactory.

SHELL PLATING:

Shell plate No. 2 (from forward) in 2nd strake below sheer (in way of fore peak tank top) renewed due to heavy corrosion. Hose tested on completion of repairs.

RUDDER:

Several cracks in rudder plating veed out, ends radiused and rewelded. Hydr. tested on completion satisfactory.

MISCELLANEOUS REPAIRS ON UPPER DECK:

Access hatch with cover to boatswain's stores forward completely renewed.  
 Access hatch steel cover to steering gear space renewed.  
 Skylight steel covers to accommodations aft renewed.  
 Deckhouses amidship, E. Room and aft: plating repaired by sustan-tial steel doubling plates welded electrically.  
 2- vent coamings renewed, 2- repaired elec.welded doubling plates.  
 All air pipe closing appliances reconditioned.  
 A number of wooden hatch covers renewed.

CONDITIONS OF CLASS (SRL No. 276)

Re: "Indented shell plating in 4th strake below sheer in way of No.4 hold (s.f.) and buckled bulkhead plating in way to be specially examined and dealt with as necessary next dry docking."

Now done: (All starboard side)

Shell plate No. 7 (from aft) in 4th strake below sheer renewed.  
 Shell plate No. 8 (from aft) in 4th strake below sheer faired in place for 5 fr.spaces from aft end, 2 side frames in E.Room, 3 side frames in deep tan-k and 1 side frame in Hold No.4 faired in place in way of shell plate No.7. Also deep tank aft W.T. bulkhead plating in way of this plate cropped and part renewed.  
 On completion of repairs shell plating hose tested in way of repairs, also deep tank hydraulically tested satisfactory for bulkheads and shell plating.  
 In view of permanent repairs now completed it is submitted the above condition of class to delete from S.R.L.

Re: "(starboard) sheer strake and 1st below frames 9/20, bulwark and guard rail frames 12/20 and plating under (starboard) anchor and soft nosed stem to be specially examined and dealt with as necessary 9/67."

Now done: (all starboard side)

Shell plates No. 3 & 4 (from forward) in 1st strake below sheer renewed, faired and refitted.  
 14 Tweendeck side frames from collision bulkhead (except the reinforced side frame) removed, faired and refitted.  
 10 Side frame brackets renewed, 4-off faired in place.

(cont....)

Ship's Name ~~SS/MS~~ ORJEN

Port SPLIT

Rpt. No. 2845

All upper deck beams in way faired in place at side (except hatch end beam), and upper deck beam knees removed, faired and refitted.

1 side frame in side boatswain's store partly renewed.

Collision bulkhead plating in way cropped and part renewed.

Bulwark plating fr. Nos. 12-18 faired in place and 3 stays renewed partly. First section of guard rails faired in place fr. nos. 18-20.

Shell plate under starboard <sup>deck</sup> faired in place locally and soft nosed stem plate also faired in place.

On completion hose tested satisfactory shell plating and collision bulkhead in way of repairs.

In view of satisfactory permanent repairs now carried out it is submitted the above condition of class to delete from S.R.L.

