

Rpt. 1

Port G d a n s k

No. F.E.H. 007

Date of completing report 20.8.59

When handed in at Local Office 20.8.59

Received London

11/20 OCT 1959

Gdańsk

First Visit 27.6.58

Last Visit 31.7.59

No. of Visits 91

F.E. FROM ACCY	Survey held at 16/10
F.E. FROM ADMIN. SERVICES	21/10
PLANS REC'D.	16/10
CERTS REC'D.	16/10
TO RPTIS. DEPT.	28/10

# FIRST ENTRY SHIP REPORT

ON THE SS/MS "KRUTYNIA" - Single screw.

Has Report been sent on (1) Freeboard of Ship? Yes - C11 & C11(Comp) ✓ (2) Machinery? Yes (Herewith) ✓  
(Rpt. C11 & Rpt. C11(Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship Open Shelterdeck

Is machinery fitted aft? Yes. ✓

Length (D 201 of Rules)\* 55,00m ✓

Built at G d a n s k , Poland

Breadth (D 202 of Rules) 9,60m ✓

Launched 18th March, 1959

Yard No. B51/010

Depth (D 203 of Rules) 5,80m ✓

Builders Stocznia Gdańska

Draught (summer moulded) (D 204 of Rules) 3.406mtrs

Gdańsk, Poland

Deck Factor "F" excluding d<sub>t</sub> } Not applicable

Owners Polish Government

" " "F" including d<sub>t</sub> }

Address Poland

Gross tonnage 472,95

Managers Polish Steamship Co.

Net tonnage 182,84

Address Szczecin, 43/44 Małopolska,

Official number

Port of Registry SZCZECIN

Signal letters SPOB

Date of last survey in drydock 28.7.1959.

## GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? Yes. ✓

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? Yes. ✓

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? Yes. ✓

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? No separate plans

Are the materials and workmanship satisfactory? Yes ( see General Remarks ) ✓

Have the freeboards been satisfactorily marked on the ship's sides and verified? Yes ( Assigned by Polish Authorities ) ✓

**BUILDER'S DECLARATION:** To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

*W. Czarnowski*

inż. W. CZARNOWSKI  
Dyrektor Techniczny

Builder's Signature

FEES, etc.

Special Survey fee 33.850.-złoty & £ 564.-

Travelling expenses --

Late attendance fees --

Fees applied for 31/7/59 Received

Classification Certificate to be sent to Gdańsk

Date of issue 24.11.59

Has an Interim Certificate been issued? Yes, Copy attached

This Ship in my opinion is eligible to be classed:—  
(Special notations where part of class to be stated)

✦ 100 A.1 " Strengthened for Navigation in Ice".

Signature

*E. Tee James G. Lambie*

Surveyor(s) to Lloyd's Register of Shipping

E. Tee, M. Pyciński, J.G. Lambie, & R.M. Wilson

Committee's Minute

FRIDAY 13 NOV 1959

Character Assigned

+ 100 A1  
DS 7.59

LACP

Strengthened for navigation in Ice

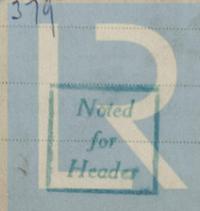
White Gdańsk.

+LMC

ES

TS OG } 7.59

NOTED FOR POSTING 379



© 2021

Lloyd's Register Foundation

**STEEL**

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—  
 Huta Lenina, Huta Pokój, Huta Batory, Huta Stalowa Wola (Poland)  
 Plates:—  
 Vitkovické Zelezárny (Czechoslovakia), Works Donawitz (Austria),  
 Steelworks in USSR (not recognized)  
 Sections:— Huta Pokój, Huta Dzierżyński, Huta Kościuszko, Huta Nowotki, Huta Zawiercie (not rec)

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? Yes with the exception of w mentioned above, in  
 Process of manufacture (e.g. Open hearth, electric furnace, etc.) Open hearth process.

Particulars of Special Quality Steel used None.  
 (Advice notes to be forwarded separately with plan showing disposition of these plates)

The steel for this ship was not tested at works, but check tensile and bend tests were made at the Shipyard with satisfactory results- summary attached.  
 See Secretary's letter of the 19th May, 1958. Ref. Ship.

**ELECTRIC WELDING**

Parts of main structural importance electrically welded The ship is all welded except stringer angle which is riveted. to sheerstrake.

Parts examined by radiography Shell plating, decks, inner bottom plating,

Were the electrodes used of types approved by the Committee? Yes.

**FORGINGS, CASTINGS AND FABRICATED PARTS**

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	None	
Shaft brackets	None	
Sternframe	Casting	Zakłady Mechaniczne - Elbląg ✓
coupling	Casting	Zakłady Mechaniczne - Elbląg ✓
Rudder head	Forging	Huta Batory ✓
Quadrant	Casting	Thomas B. Thrige, Copenhagen ✓
Tiller	None	

**GENERAL PARTICULARS**

Steering gear (Type & Maker) electric, Thrige ✓ Auxiliary steering gear hand operated, Thrige, ✓  
 Steering chains (Size & test) None. Windlass (Type & Maker) electric, Stocznia Gdańska ✓  
 Ceiling in holds (Material & thickness) Wood; 65mm thick ✓ Are cargo battens fitted in holds? Yes. in 'tween decks? Yes.  
 Parts of bottom plating on which cement or an approved composition is laid (if fitted):— Cement in Peaks, aft end ER & forward bal / ta  
 Particulars of composition (if any):— Bilges coated with bituminous solution.  
 Insulated cargo compartments (if any):— None  
 Parts of structure of material other than steel (if any):— None.  
 If mechanical ventilation is fitted, state in which cargo spaces:— all.  
 If cathodic protection is fitted, state in which tanks:— None.



**CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)**

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 40,2 ✓ No. 2 16.4 (FW) ✓ No. 3 37,7 ✓ No. 4 22,8 ✓ No. 5 22,8 (OF) No. 6 27,8 (OF)  
 No. 7 1.0 (O.F. over) No. 8 - No. 9 - No. 10 - No. 11 - No. 12 -  
 Fore peak tank 32,6 ✓ After peak tank 22.2 ✓ Midship deep tank -  
 Deep tank aft - Deep tank fwd. 33.4 ✓ Topside tanks -  
 (2) Tanks at sides of ER 4.5 (Lub Oil) ✓ Tanks in way of tunnel - Deck tanks -  
 Side tanks in ER 2.1 (Lub Oil Settling tank in ER (Lub Oil Sump) 1.5 Other tanks -  
 If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— No.

**GENERAL REMARKS**

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

Sister ship " ORLA", yard No. B51/011;

List of plans:-

- ✓ 1) Midship section ✓
- ✓ 2) Longitudinal section ✓
- ✓ 3) Stern frame ✓
- ✓ 4) Engine seating ✓
- ✓ 5) Shell expansion ✓
- ✓ 6) Fore peak ✓
- ✓ 7) Aft peak ✓
- ✓ 8) W.T. bulkheads ✓
- ✓ 9) Oil tanks in engine room ✓
- 10) Bow mast
- ✓ 11) Posts with 3 tons derricks ✓
- ✓ 12) Rudder system ✓
- ✓ 13) Rudder head ✓
- ✓ 14) Capacity plan ✓

General remarks:-

⊗ Sections partly or completely constructed when L.R. survey commenced ⊗

Certificates

- 1) Sternframe, No. CTG 239, Gdansk, 29.1.59 ✓
- 2) Rudder Coupling, No CTG 187, Elblag, 27.2.59 ✓
- 3) Rudder Stock, No. K119, Katowice, 2.7.58 ✓
- 4) Quadrant, No. 132A- CPN, 17.3.59 ✓

**SPECIAL FEATURES**



© 2021

Lloyd's Register Foundation

s Certi  
 "Whi  
 scuted,  
 atever  
 ry in t  
 Commi

Rpt. 10.