

PIENINY - Built 1945. Eriksberg  
Transversely Framed Tanker.  
Dimensions 465'2" x 60'9" x 34'0"  
Owners: Polish Government.  
S.S. due 11.61.

This ship was reinforced in accordance with the Committee's recommendations for transverse framed tankers. The bottom shell doubling on A strake was 16 mm thick - fitted Amsterdam 1953.

IT IS SUBMITTED the Hong Kong Surveyors be informed the results of the drillings carried out by them and reported in Hong Kong No.16261 has been examined. It is noted that the results there given are in way of the deepest pits in the bottom plating, but that the Surveyors 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 Head Office to examine drillings both on a basis of renewal when the thickness is below 70% 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, but 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. ~~This also appears to be the case for the side shell, since F strake Port forward and G strake Port and Starboard forward are reported below 70% of the original thickness.~~

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

The Surveyor should be guided by the above in future drilling cases.

*elm*  
18th July, 1961. *fm*

Office note:

Letter to be forwarded after Committee.  
Drilling notation not to be assigned.

For Mr *DM* Turner.  
*61*

*See book of 24/7/61  
on H.K. Rpt. No 16261  
of 5/61.*