

Rpt. 1

Port SPLITNo. 2163Date of completing report 14.9.59When handed in at Local Office 14.9.59Received London 21.9.59Survey held at SPLITFirst Visit 2.11.1958Last Visit 31.8.59No. of Visits 73**FIRST ENTRY SHIP REPORT**ON THE **SS/MS "CHOPIN"**

FE FROM ACCTS.	<u>28/9</u>
FE FROM ADMIN/F	<u>2/10</u>
PLANS RECD.	<u>6/10</u>
CERTS. RECD.	<u>6/10</u>
10 RPTS. DEP	<u>7/10</u>

Has Report been sent on (1) Freeboard of Ship? Yes(2) Machinery? Yes

(Rpt. CII & 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 Cargo - Open/closed Shelterdeck delivered in open conditionIs machinery fitted aft? YesLength (D 201 of Rules)* 140.00 met 140.400Built at SPLITBreadth (D 202 of Rules) 18.80 metLaunched 17.5.1958Yard No. 152Depth (D 203 of Rules) 11.999 metBuilders Brodogradilište "SPLIT"Draught (summer moulded) (D 204 of Rules) 8.066 metDeck Factor "F" excluding d_t -- 29'.6"Owners POLSKIE LINIE OCEANICZNE" " "F" including d_t -- 29'Address GDYNIAGross tonnage O.S.D. 7136.24 CSD. 9147.85Managers --Net tonnage O.S.D. 4187.37 CSD. 6194.14Address --Official number --Port of Registry GDYNIASignal letters SPMYDate of last survey in drydock 20.8.1959**GENERAL DECLARATION**Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? YesHave 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? YesHave 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? YesIf 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? Yes, Midship Section, Long Section, Decks & D.B. Shell Expansion.Are the materials and workmanship satisfactory? YesHave the freeboards been satisfactorily marked on the ship's sides and verified? Yes**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.


Builder's Signature

FEES, etc.

Panama Canal Tonnage Cert. £ 50-0-0 and Din. 42.000.-

Special Survey fee £1238-15-2 and Din. 693.638.-

Travelling expenses Din. 27.652.-

Late attendance fees Din. 55.256.-

Fees applied for Received

Classification Certificate to be sent to Split officeDate of issue 3.11.59Has an Interim Certificate been issued? Yes - copy attachedThis Ship in my opinion is eligible to be classed: £ 100 A1

(Special notations where part of class to be stated)

"Longitudinal Framing in double bottom andat upper deck"."Strengthened for Navigation in Ice"

Signature

(Ing.D.Stipetić)

Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

✓ FRIDAY 23 OCT 1959✓ +100 A1MT- Vegetable OilLACPBS 8.59Strengthened for Navigation in Ice.+LMCESDBSTS CLNOTED FOR 3444
POSTING

5m,6,58 T. (MADE AND PRINTED IN ENGLAND)

(Heavy cargoes)

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Noted for Header

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010792-010804-058 1/2

STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— Železarna Jesenica, Acciaierie e Ferriere Lombarde Falck

Sections:— Dorman Long (Steel) Ltd, Hüttenwerk Oberhausen A.G., The Steel Company of Scotland Ltd, ILVA - Forni e Acciaierie d'Italia, Željezara Zenica, Johann Hagelgruber-Wördern, South Durban Steel & Iron Co. Ltd. Skinninggrave Iron Co. Ltd. Hüttenunion A.G., Colvilles Ltd.

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? YesProcess of manufacture (e.g. Open hearth, electric furnace, etc.) Open hearth

403

Particulars of Special Quality Steel used P 501 Steel used for the upper deck plating, including stringer plate with
(Advice notes to be forwarded separately with plan showing disposition of these plates)
0.4 L amidships and at corners of large openings outside 0.4 L as indicated on the enclosed
plan No. 29852/II (advised notes attached to this plan). ✓

ELECTRIC WELDING

Parts of main structural importance electrically welded Butts of side shell plating, Double bottom, all decks, WT Bulkhead deckhouses and minor items.

Parts examined by radiography Bottom shell (33 radiographs), Inner bottom (33 radiographs), Side shell plating (42 radiographs), Lower deck (34 radiographs) and Upper Deck (36 radiographs). For position please see attached Map.

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	<u>Fabricated</u>	<u>Brodogradilište "SPLIT"</u>
Shaft brackets	<u>Nil</u>	
Stemframe	<u>X Fabricated, with cast steel parts</u>	<u>Brodogradilište "SPLIT"</u> <u>Castings by Železarna Ravne</u>
Rudder mainpiece or post	<u>X Forging</u>	<u>Željezara Zenica</u>
Rudder head	<u>X Forging</u>	<u>Željezara Zenica</u>
Quadrant	<u>Nil</u>	
Tiller	<u>X Casting</u>	<u>W. Shaw Co. Middlesbrough</u>

GENERAL PARTICULARS

Steering gear (Type & Maker) John Hastie & Co. Greenock - 4 Rams XAuxiliary steering gear by handSteering chains (Size & test) -Windlass (Type & Maker) Electric-Type ETA 3-25 T "VULKAN" - Rijeka XCeiling in holds (Material & thickness) Pine 70 mm under hatchesAre cargo battens fitted in holds? Yes in 'tween decks? YesParts of bottom plating on which cement or an approved composition is laid (~~XXXXX~~) All W.B. tanksParticulars of composition (if any):— -Insulated cargo compartments (if any):— NilParts of structure of material other than steel (if any):— NilIf mechanical ventilation is fitted, state in which cargo spaces:— In all cargo spacesIf cathodic protection is fitted, state in which tanks:— Nil

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Certificate No.	Anchor	Weight of Anchor kgs	Weight of Stock (if any) kgs	Test per Certificate kgs	Rule weight	Description of Anchor	Where and when tested
2694	Bower (1)	4.100	—	59.975	3940	Hall's Type	Pula, 27.2.58 A.B.
2799	" (2)	4.075	—	59.750	3940	"	Pula, 10.3.58 A.B.
2792	" (3)	4.060	—	59.615	3940	"	Pula, 25.2.58 A.B.
	Coll. wt.	12.235			11.820		
3186	Stream	1.268	264	25.463	—	Admiralty type	Pula, 29.5.58 A.B.

[illegible]

Are joining shackles of the lugless type fitted? **No**

CAST STEEL ANCHOR HEAD DROP TEST

Item	Supplied		Breaking Test	Rule		Maker's Name	Certificate number	Weight (to include pins, etc.) Kgs	Surveyors' Initials	Date of Test
	Length	Circ.		Length	Br. Circ. Str.					
	XXXXXX X metres	XX X m/m.	XXXXXX kilogs.	XXXXXX X metres	Ins. or m/m. Kgs	Bower (1) Železarna Ravne	2352	2790	I.P.	9.11.57
						" (2) - " -	2312	2722	I.P.	30.10.57
Towline	220	46	97.850	220	79.760	" (3) - " -	2351	2765	I.P.	9.11.57
Moorings	2 X			2 X		Stream - " -	2221	1172	I.P.	26.9.57
G.S.W.R.	220	72	23.100	200	22.395					
Ropes	2 X			2 X						
Manilla	200	202	31.915	200	22.395					

Moulded length (see Key to Register Book) 502' - 11 15/16" Moulded breadth 61' - 8 3/16" Moulded depth 39' - 4 13/32"

Number and material of decks. One deck & shelterdeck, steel

Length of Poop 2' x 9" R.Q.D. - Bridge abt 76'-10" Fo'cle 42'-8.15/32" Trunk -

Overall length 502' - 2 15/16" Extreme breadth 61' - 11 11/32" Rise of floor 6"

Is ship of O.S.D. Type? - Is ship of C.S.D. Type? Yes Is duct keel fitted? No

Is longitudinal framing fitted? (state where) Yes - in double bottom and at upper deck

Is strengthening for navigation in ice fitted? (state class) Yes (according to old Rules)

Is additional strengthening for heavy cargoes fitted? **Yes**

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel?.....

Is the ship (if not an oil tanker) fitted for carrying oil as cargo?.....Yes.....and if so state where, together with the flash point where required to be inserted in the notation:— carrying vegetable oil, Flash point above 65.50C. in midship deep tank

Watertight and/or Oiltight Bulkheads (state number required by Rules)

Bulkheads in ship extending to Upper deck on frame numbers:— 3/10, 45, 63, 95, 123/124, 152, 176 Total = 7

Bulkheads in ship extending to deck below upper deck on frame numbers:— 134 ✓ Total = 1

Is E.S.D. fitted? **Yes** Is Radar fitted? **Yes** Is Position Fixing Device fitted? **No**

Is D.F. fitted? Yes Is Gyro Compass fitted? Yes Is Submarine Signalling apparatus fitted? No

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. 1 292.9 t No. 2 464.9 t No. 3 478 t No. 4 477 t No. 5 centre 189.3 sides F.W. No. 6 124.3 t
 No. 7 ER-OF No. 8 ER-FW No. 9 — No. 10 — No. 11 — No. 12 —
 Fore peak tank 246.0 t After peak tank 96.2 t Midship deep tank 1101 t
 Deep tank aft — Deep tank fwd. — Topside tanks —
 Tanks at sides of tunnel — Tanks in way of tunnel — Tween Deck tanks F.W.
 Side tanks — Wing tanks O.F. in E.R. Other tanks Upper Peak — FW

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:—

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.)

Sistership: "ZAMENHOF" - Split" - Yd. No. 154, building

LIST OF APPROVED DRAWINGS forwarded herewith:

1.	Reg.No.	21231	-	Midship Section	292.9
2.	"	"	-	Longitudinal Section	464.9
3.	"	"	-	Decks and Double Bottom	478.0
4.	"	"	-	Shell expansion	477.0
5.	"	"	-	W.T. Bulkheads	124.3
6.	"	"	-	Structure of DB forward	
7.	"	"	-	Floors of —	
8.	"	"	-	Structure of D.B. amidship	
9.	"	"	-	Floors of —	
10.	"	"	-	Structure of D.B. in E.R.	
11.	"	"	-	Floors in E.R.	1837.1
12.	"	"	-	Deep tank structure	
13.	"	"	-	Longitudinal Bulkheads	
14.	"	"	-	After Peak	
15.	"	"	-	Fore Peak	
16.	"	"	-	Stern Frame	
17.	"	"	-	Web frames	
18.	"	"	-	Web frames S.S. No. 26, 28, 30	
19.	"	"	-	Side tanks in E.R.	
20.	"	"	-	Hatches, girders and hatch-end-beams	
21.	"	"	-	Steel hatch covers, general arrangement	
22.	"	"	-	" " " " , details	
23.	"	"	-	Wood hatch covers	
24.	"	"	-	Hatch beams, general arrangement	
25.	"	"	-	" " " " , details	
26.	"	"	-	Tonnage doors	

LIST OF "AS BUILT" PLANS forwarded herewith:

1.	Reg.No.	21231/I	-	Midship Section
2.	"	"	-	Longitudinal Section
3.	"	"	-	Deck and Double Bottom
4.	"	"	-	25237/III - Shell Expansion
5.	"	"	-	37926 - Capacity plan

LIST OF CERTIFICATES forwarded herewith:

1.	C 6862	-	Greenock	-	9.12.1958	-	Steering gear
2.	F 5831	-	Middlesbrough	-	16.10.1958	-	Tillers
3.	792	-	Split	-	12.6.1957	-	Rudder Shaft
4.	832	-	Split	-	1.8.1957	-	Rudder head
5.	1576	-	Rijeka	-	11.6.1957	-	Parts of Sternframe
6.	1762	-	Rijeka	-	12.7.57	-	" "
7.	5305	-	Rijeka	-	10.8.59	-	Windlass
8.	Mill sheets - for this ship and Sistership Yd.No.154 building at Split						

SPECIAL FEATURES



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