

473

F.E. FROM ACCTS.	4/12
F.E. FROM ADMIN/ Rpt. 1	14/12
PLANS RECD.	4/12
CERTS. RECD.	4/12
TO RPTS. DEPT.	29/12

DISCLOSED SECTION

No. 1076

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No. 1076

Port Gdańsk No. F.E.H.008

When handed in at Local Office 15.9.59 Received London 31 NOV 1959

First Visit 27.6.58 Last Visit 7.9.59 No. of Visits 60

FIRST ENTRY SHIP REPORT

ON THE SS/MS "ORLA" - Single Screw

Has Report been sent on (1) Freeboard of Ship? Yes- C11 ✓ (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)* 55,00 m ✓
 Breadth (D 202 of Rules) 9,60 m ✓
 Depth (D 203 of Rules) 5,80 m ✓
 Draught (summer moulded) (D 204 of Rules) 3.406m
 Deck Factor "F" excluding d₁ } Not applicable
 " " "F" including d₁ }
 Gross tonnage 473,04
 Net tonnage 182,89
 Official number
 Signal letters SPOA

Built at Gdańsk, Poland
 Launched 10th April, 1959 Yard No. B51/011
 Builders Stocznia Gdańska
 Gdańsk, Poland
 Owners Polish Government
 Address Poland
 Managers Polish Steamships Co
 Address Szczecin, 43/44 Małopolska
 Port of Registry Szczecin
 Date of last survey in drydock 2.8.59.

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?

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.

DYREKTOR TECHNICZNY

J. Zydomo
mgr inż. J. Zydomo

Builder's Signature

FEES, etc.
 Special Survey fee 33.850.-zloty & £ 564.-
 Travelling expenses --
 Late attendance fees --
 Fees applied for 30/9/59 Received
 Classification Certificate to be sent to Gdańsk
 Date of issue 23.2.60
 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 A1. " Strengthened for Navigation in Ice".

Signature *E. Tee*
 E. Tee, M. Pycinski (s) to Lloyd's Register of Shipping
 J.G. Lambie, & R.M. Wilson

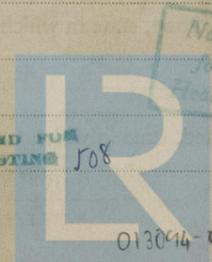
Committee's Minute FRIDAY 15 JAN 1960

Character Assigned +100 A1 DS 8.59

Strengthened for navigation in ice.

Write Gdansk LACP

+LMC
 ES 1959
 TSOG
hsh



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The Surveyors are requested not to write below the Committee's Minutes

STEEL

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

Plates:— Huta Lenina, Huta Pokój, Huta Batory, Huta Stalowa Wola (Poland)
 Vitkovicke Zelezarny (Czechoslovakia), Works Donawitz (Austria),
 Steelworks in USRR (not recognized)

Sections:— Huta Pokój, Huta Dzierzynski, Huta Kosciuszko, Huta Nowotki, Huta Zawiercie
 (not recognized)

Has the steel been manufactured at works recognised by the Committee ~~and tested in accordance with the Rules?~~ Yes with the exception of works mentioned above.
 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 Secterary'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 ✓
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 / ballast tank

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.



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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 Sett) Wing tanks 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 "KRUTYNIA", yard No. B51/010

List of plans:-

1. Midship section
2. Longitudinal section

General Remarks:-

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

Certificates:-

1. Sternframe	No. CTG 240	Gdańsk	29.1.59 ✓
2. Rudder coupling	No. CTG 188	Elbląg	27.2.59 ✓
3. Rudder stock x)	No. K 119	Katowice	2.7.58 ✓
4. Quadrant	No. 131A-CPN	Copenhagen	14.4.59 ✓

x) See Certificate for M.S. "KRUTYNIA"

Identification No. 47.

SPECIAL FEATURES

This Certificate
 "While t
 executed, it is
 whatever to b
 entry in the L
 its Committee

(Rpt. 10) 300m.



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