# 財利船廠有限公司 Cheoy Lee Shipyards Limited

NKML 32-33, PO LUN STREET (EXTENSION), LAI CHI KOK P.O. BOX 80040 CHEUNG SHA WAN, KOWLOON HONG KONG

TEL: (852) 2307 6333 FAX: (852) 2307 5577 CABLE: CHEOYLEE

**OUR REF:** 

L98-0212

YOUR REF:

HONG KONG

10 Mar 98

The Director of Marine Marine Department Local Craft Safety Section

Harbour Building 38 Pier Road

Hong Kong

Attn: Mr. W. S. Ho

**BY HAND** 

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**URGENT** 

Dear Mr Ho,

J.

I'le for attern

Re: Yard No. 4625, M/L "LAMMA IV", 28M Fast Aluminium Passenger Launch

We wish to keep you informed that as requested by the shipowner, the Hong Kong Electric Co., we are going to install onboard the captioned vessel trimming ballast of 8.25 tonnes of lead in fibre glass container some time next week. The location of the ballast weight is from transom to Fr No. 3 on the hull bottom shell generally as shown in the attached arrangement of Lead Ballast (Dwg. No. 4625/50).

With the aforesaid trimming ballast, the stability of the captioned vessel will be improved with the vanishing angle not less than 55° in normal operating conditions and a good stable stability in damaged condition. Trust you would have no objections in this.

Accordingly, we are pleased to submit herewith two copies each of the following for your examination/reference and record purpose:-

a. Revised Stability Booklet

Damage Stability Information (Revised B)

Arrangement of Lead Ballast

Thank you for your attention. We trust you would find it in order and have no objections to this, if not, kindly let us know immediately by return.

Yours faithfully,

For and on hehalf of

CHEOY LEE SHIPYARDS, LIMITED

E. gineering Manager

C. Y. Cheung

(~cyc/ju

Encl.

cc HK Electric Co Ltd - Mr A Fretwell

MARINE DEPARTMENT SHIPPING DIVISION HONG KONG

16 MAR 1998

#### 海 事 處

玉港統一碼頭道三十八號

海港政府大樓

香港郵箱4155號

YOUR REF.: L98-0212

· 寄檔號 OUR REF.: SD/L-7962 /

証 話 TEL.:

(852) 2852 4433

圖文傳真 FAX NO.:

(852) 2543 7209

or t out of finite

Cheoy Lee Shipyard Limited, NKML 32-33, Po Lun Street (Extension) Lai Chi Kok. Kowloon, Hong Kong.

(Attn: - Mr. C.Y. Cheung)

Dear Sirs.

#### Motor Launch "Lamma IV"

MARINE DEPARTMENT

HARBOUR BUILDING. 38 PIER ROAD.

> G.P.O. BOX 4155 HONG KONG

TELEX NO. 64553

ANSWERBACK MARHQ HX

25 March, 1998

Thank you for your letter dated 10 March 1998 and informed this Department that 8.25 Tonnes of ballast will be placed on board the captioned vessel.

Please be advised that the lightship particulars will be changed dramatically when such quantity of ballast is installed on board. In this regard, an inclining experiment is required to be conducted, under the ballasted condition, in the presence of Marine Department Ship Surveyor/ Inspector.

Enclosed please find one copy of each of the following items. suitably endorsed. The other copies are being retained in this office for record purpose.

	<u>Title</u>	Stamped
1.	Estimated Revised Stability Booklet	Seen
2.	Estimated Damaged Stability Information (Revised B)	Seen
3.	Arrangement of Lead Ballast	Seen

Please completed and return to this office the attached Form 6A - Application for Survey of Vessels Licensed under Part IV of the Shipping and Port Control Ordinance & examination of drawings.

Yours faithfully.

(C. C. Choi)

Surveyor of Ships/Local Vessels Safety for Direction of Marine

c.c. HK Electric Co. Ltd. (Attn.: -Mr. A Fretwell)
-- without enclosure

Encl.

CCCivh

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HONG KONG

TEL: (852) 2307 6333 FAX: (852) 2307 5577 CABLE: CHEOYLEE
E-MAIL: cheoylee@hkstar.com

OUR REF:

L98-0941

YOUR REF:

HONG KONG

21st October 1998

The Director of Marine Marine Department Local Craft Safety Section Harbour Building 38 Pier Road Hong Kong

**BY CMS** 

Attn: Mr W. S. Ho

Dear Sir,

, all fraction pli

Re: Our Yard No. 4625, M/L "LAMMA IV", 28M Steel Passenger Launch

Further to our letter Ref. L98-0936 of 20<sup>th</sup> October 1998, we are pleased to submit herewith three (3) copies of the (Final) Damage Stability Information booklets for your kind approval.

Thank you very much for your kind attention and appreciate return to us two (2) copies of your approved booklets ASAP.

Yours faithfully,

For and on behalf of

CHEGY TEE SHIPYARDS, LIMITED

C.Y. Cheung

CYC/ju

Encl.



YARD NO. " 4625

M.V. "LAMMA IV"

(FINAL)

# 28M FAST ALUMINIUM PASSENGER LAUNCH

#### DAMAGE STABILLY INFORMATION

香港特別行政區為「原法 MARINE DEPARTMENT HKSAR

場

SEEN

FILE NO. SP/L-7962 SIGNATURE:

DATE: B. 1. 1997 PENCIPAL DIMENSIONS

LENGTH O.A. --- 28.000 M. LENGTH W.L. - - 24.890 M. BREADTH --- 6.814 M. €.880 M. DEFTE

CHECK LEE SPEPYARDS. LTD.

DEFICE COPY

11-7460A

2000年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1

Lost Buoyancy Data YARD NO. 4625 ( FORE PEAK COMPARTMENT FI DODED )

Displacement 88.20 Tonnes
Longitudinal Centre of Gravity -2.779 Metros
Vertical Centre of Gravity 21.718 Neares
Entplacement 21.21 Metros
Specific Gravity of Water
Mean Shell Thickness 0.00.35 Metros

Longitudinal Datum Midships Vertical Datum Base Line

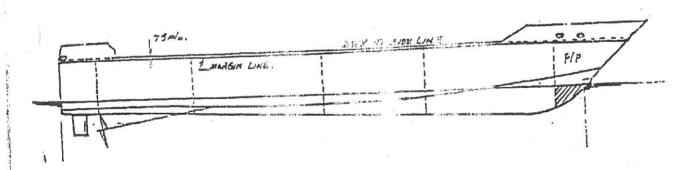
Added Compartment Aft BHD Fwd BHD DB Level Ferm. Trin VCB GMT Volume WL Heares Metres Metres Metres/3 Meancs Metres 河海 门"田田 Metres 0.801 1.590 0.39 -0.063 11,055 12.445 NII 0.950 1.198

DRAFT

FORWARD = 1.230 m.

AFT = 1.167 M.

MEAN = 1.198 m.



Lost Buoyancy Data
YARD MO.4628 ( VOID SPACE COMPARTHENT FLOODED )

Displacement 85.20 Tonnes
Longitudinal Centre of Gravity -2.779 Hetres
Vertical Centre of Gravity 2.714 Hetres
Shipleonth 20.950 Hetres

Specific Gravity of Water 1.0250

Mean Shell Thickness 0.0055 Metres

Longitudinal Datum Hidships Vertical Datum Base Line

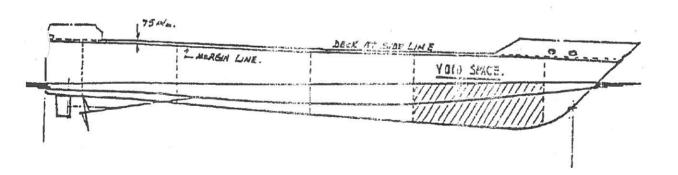
Compartment Addod Aft BHD Fwd BHD DB Level Perm. Vil\_ VCB Trim GMT Volume Metres Metres Metres Metres Metres Metres Metres Metresos 4,805 11.055 111 -1.016 5,950 1.454 0.883 1.580 21.36

DERFT

FURWARD = 1.942 M.

AFT = 0.926 M.

MERN = 1.434 M.



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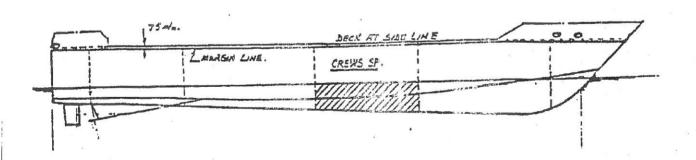
Lost Buoyancy Data
YARD NO. 4625 ( CREW SPACE COMPARTMENT FLOODED )

Displacement 05,20 Tunnes -2,779 Longitudinal Contre of Gravity Matres 2.714 Vertical Centre of Gravity Highron 24 890 trink policemy sh Hetres Specific Gravity of Mater 1.0250 Mean Shell Thickness 0.0055 Motres

> Longitudinal Datum - Plidships Vertical Datum - Rase Line

Compartment								Added
ATT BHD	Fwd BHD	DB Level	12 mm	[]_	1. L. T U.	VCB	GMT	Volume
Metres	Metres	ille birtes		Hetres	Metres	Metres	Metres	Me tries C
-0.195	4.805	Nii	0.950	1.419	-0.321	0.902	1.224	23.07

DRAFT





Lost Buoyancy Data
YARD NO. 4625 ( EMGINE ROOM COMPARTMENT FLOODED )

85.20 Tonnes Displacement -2.779Longitudinal Centre of Gravity Metres 2.714 Vertical Centre of Gravity Metres 54 H99 Metron Shirter th 1,0250 Specific Gravity of water Mean Shell Thickness 0.0035 Metres

> Longitudinal Datum Midships Vertical Datum Base Line

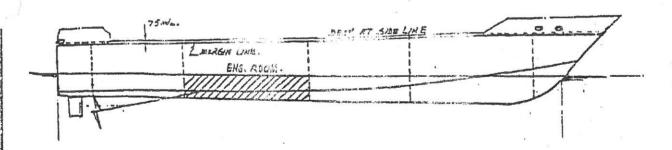
Compartment							Added		
Aft BHD	FWD BHD	DB Level	Ferm.	WL	Trim	VCB	GMT	Volume	
Metres	Metres	Metres		Matres	Metres	Metres	Metres	Metres^3	
-7.200	-0.195	Nil	0.850	1.474	0.318	0.974	0.843	37.62	

DRAFT

FORWARD = 1.315 m.

AF7 = 1.633 m.

MEN = 1.474 m



Lost Buoyancy Data YARD NO. 4525 ( TANK SPACE COMPT. FLOODED )

Displacement 85.20 Tonnes
Longitudinal Centre of Gravity -2.779 Metres
Vertical Centre of Gravity 2.714 Metres
Shiplenoth 20.290 Metres
Specific Gravity of Wathr 1.00 mb
Mean Shell Thackness 1.00 mb

Longitudinal Datum Micarins
Vertical Datum Base Line

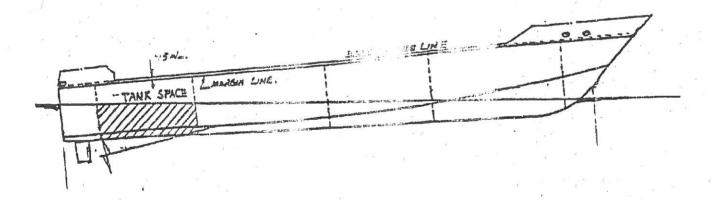
Compartment								Added	
Aft BHD	Fwd BHD	DE Level	Perm.	WL	Trim	VCB	GMT	Volume	
Metres	Metres	Metres	59	Metres	Mecres	Metres	Metres	Metres^3	

DRAFT

$$FORMIGHAD = 0.58S m$$

$$BPT = 2.139 m$$

$$MSAN = 1.363 m$$



Lost Buoyancy Data
YARD NO. 4625 ( STEERING GEAR COMPT FLOODED )

Displacement 85.20 Tonnes
Longitudinal Centre of Gravity -2.779 Metres
Vertical Centre of Tonity 577 Metres
Share in Metres
Specific Gravity of Water 1.0150
Mean Shell Thickness 0.0055 Metres

Longitudinal Datum Midships Vertical Datum Base Line

	Compartme		N .			38		Added
	FWD BHD	DB Level	Perm.	WL	Trim	VCB	GMT	Volume
Metres	Metres	Metres		Motres	Metres	Metres	Metres	Metres^3
-12.445	-11.575	M1.3	0.950	1.208	0.207	0.822	1.456	4.35

UKAFT.

FORWARD. = 1.106 m.

AFT. = 1.311 m

MEKN. = 1.208 m.

