

Rpt. 8

Port LE HAVRE

No. 10439

Date of writing Report 13/8/62

When handed in at Local Office 20/8/62

Received London

Survey held at LE HAVRE

No. of Visits 2

First Date 9/8/19 62

Last Date 10/8/62 19

## REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

14 174 on the Iron or Steel M.S. "HENRIK DANICA"

Tons gross 473

Built at RENDSBURG

By Whom NOBISBRUG WERFT

Year 1952- Month 7

Owners H.H. ANDERSEN & Co., A/S

Owners' address (If not already in R.B.)

Managers H.H. ANDERSEN

Port of Registry Copenhagen

Surveyed XXXXXX Drydock day-dock

Name of Dock

LE HAVRE

Date of last examn. in Drydock 10/8/62

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. Port To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100AL str.nav.ice	+LMC
SS 10/57	Eng. 10/57
DS 4/61	TS(OG) 9/60

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified

ft ins

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Damage & Drydocking

DAMAGE : Grounding at LAESO on the 16th May 1962.

Upon examination the following damage was found and repairs recommended :

FOUND :

RECOMMENDED:

(Plates counted from forward)

Keel plate N°1, locally set up in two places, approximately 10 to 12 mm.

Except for keel plate N°1 all the "set ups" noted are considered of a minor nature and no repairs have been recommended.

Starboard side :

A2. Slight set up at fore end of plate over length of 2 metres.

For classification it is recommended that N° 1 keel plate be specially examined and dealt with as necessary at the next drydocking.

A4. Slight set up between frames over full length of plate.

A5. Very slight set up over one frame space.

A6. Very slight set up over one frame space.

A7. Slight set up over length of 3 metres

in line with lap of this plate & plate in B.strake.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

Has a Survey also been held on machinery of the Ship? yes

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? none

Has Interim Certificate been issued? yes, copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship so far as now seen, is eligible in my opinion to remain as classed with a fresh record of D.D. 8,62, subject to N° 1 keel plate being specially examined and dealt with as necessary at the next dry-docking.

Surveyor to Lloyd's Register of Shipping

TUESDAY 25 SEP 1962

Date of Committee

Minute

DS 8. 62 subject (h.m.)  
TS 8. 62

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Note Has duly (h.m.) h.m.

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TABLE 1

TABLE 1			SURVEY			
PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING & DAMAGE						
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested		
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes	F.P. Tank	Not examined & tested.			
Rudder lifted	no	A.P. "				
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams				
Hatchways, Covers, closing and securing appliances	yes					
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks				
Holds	no	Deep Tanks				
		Oil Fuel Bunkers and Settling Tanks				
Tween Decks	no	Side Tanks				
		Wing Tanks				
Fore Peak Spaces	no	Other Tanks				
After "	no	Cargo Tanks (Tankers)				
Engine Space	no					
Boiler "	no	Cofferdams				
Under Engines and Boilers	no	Pump Rooms				
Tunnel and Well	no					
Coal Bunkers	no					
Chain Locker	no					
Other Spaces	no					
		Have Tanks now Examined been Cleaned as Necessary?				
		Have Strums in Cargo Tanks (of Tankers) been removed?				
		Have Tanks been Retested as necessary after completion of any Repairs?				

Have the spaces now surveyed been cleared and cleaned as necessary? No not examined

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? not examined Has cement in bottom been examined?

Have the bilges been cleaned out and examined? not examined

Has steelwork had rust removed and afterwards been recoated as necessary? not examined

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? none

Has a Load Line Survey been held? no If so, state which no If so, Report 8(Dr) to be attached

Have the shell and deck plating been drilled as per Rule? no If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected? no

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	good	Ceiling and Cargo Battens	not examined	Sluice Valves examined and found	none
" " in way of side scuttles	good	Cement or Asphalt	"	Air and Sounding Pipes	coamings—good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	not examined
Decks	good	Hatches and closing appliances	"	Masts and Rigging examined and found	good
Superstructures and their closing appliances	good	Ventilators, their coamings	"	Condition, how ascertained	from deck
Coamings and Casings	good	and closing appliances	"	(State if wedges removed)	
Beams and Fastenings	not examined	Companionways and Skylights	"	Chain Locker	not examined
Frames	not examined	Shell Openings	none	EQUIPMENT	
Reverse Frames	not examined	Ash Shoots	"	Equipment Letter	
Longitudinals	not examined	Overboard Discharges and Scuppers	not examined	Anchors, No. of	3B. Condition good
Transverses	not examined	Freeing ports	good	Cables (State if now ranged and examined)	no
Floors	not examined	Steering Gear (Main and Auxiliary)	generally good	" length	mean diam.
Keelsons	not examined	examined and found	"	" (on board)	Size
Stringers	not examined	Windlass examined and found	"	" Rule Length	
Inner Bottom Plating	not examined	Pumps	not examined	Hawsers and Warps	good
Bulkheads and Tunnel	not examined	W.T. Doors	not examined	State if any Anchors or Chain Cable have	no

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

REMARKS, REPAIRS, Etc. (Contd.)

FOUND

RECOMMENDED

Also set up over two frame spaces at aft end of plate  
B3. Slightly set up between frames over full length of plate.

Port Side:

B3. Slight set up between frames over full length of plate.

B4. As B3.

B5. Slight set up between frames in two plates  
All zinc protection plates torn from bilge keels P&S.

to be replaced.

See letter dated 3/10/62

Survey Fee Docking NF 63.00

Special Damage ~~Survey~~ Fee (if any) NF 140.00

Travelling Expenses (if chargeable) NF 10.00

Second Surveyor's Fee (if any)

Date when A/c Rendered

21.8.62

Lloyd's Register Foundation



Rpt. 9a.

Port of LE HAVRE

Continuation of Report No. 10439

dated 21.8.62

on the

HENRIK DANICA

Remarks, repairs Etc., (Contd)

FOUND

RECOMMENDED

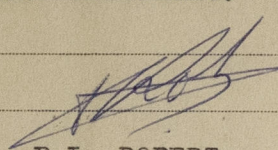
Main sea suction strainers,

Strainers to remove, clean & refit.

one each on port & stbd

sides, chocked.

S.R.L. appendix : - " Shell plates in f & G strakes(P.& S.) abreast N°1  
hatchway indented " now examined and found to continue efficient.

  
P.L. ROBERT.



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0233 2 1/2

Recommending that she be remained as classed with a 2 1/2