

Rpt. 1
F.E. FROM ACCTS. 24/11
F.E. FROM ADMIN/F 26/11
PLANS RECD. 26/11
COTS. RECD. 26/11
TO RPTS. DEPT. 5/11

STEEL STEAMER OR MOTORSHIP.

Received at London Office

21 NOV

1944

State of Report has been sent on the Freeboard of the Vessel C.12(a) only

State of Report is sent on the Machinery of the Vessel yes

Date of completion of report 17th November, 1958 Port of Copenhagen No. 17277

Survey held at Aalborg and Esbjerg Date First Survey 1-7-58 Last Survey 4-11 1958

On the (State of Machinery fitted Aft and of Single, Twin or Triple Screw) Single Screw M/S "TENNA DAN" ex "HÖEGH TRADER" ex "CAPE TRAFALGAR" (C.1A Type)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Complete Superstructure with Tonnage Opening State Type of Erections -

TONNAGE under Tonnage Deck ...

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage 5114.76

Net Tonnage 2839.55

REGISTERED DIMENSIONS.

FEET

397.4

60.2

24.5

CLASS 100A1

(contemplated)

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 390.0

Breadth (greatest moulded) B 60.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) to 2nd Dk. 37.5

1st Longitudinal Number (L x D) = 28.5

2nd Numeral L x (B + D) =

Framing Depth "d," at middle of length. See Sec. 3 (1d) =

Proportions—Depth to Length—Uppermost continuous deck to top of keel =

Do. Long Bridge to top of keel =

Draught Moulded 24'-9 1/2"

Built at Beaumont, Texas

in 1944 Yard No. 295

Builders Pennsylvania Shipyards Inc.

Owners J. Lauritzen

Managers -

Residence Copenhagen

Port of Registry Esbjerg

If surveyed while building, afloat, or in dry dock

afloat and in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Frames, Spacing amidships	27	✓	Bracket Floors, Frame O.A. INV.	7 4 .38 6 x 3 1/2	✓
" from 1/2 length amidships to Collision bulkhead	27	✓	" " Reversed Frame O.A. INV.	7 4 .38 6 x 3 1/2	✓
" in peaks	24	✓	" " Vertical Struts O.A.	7 4 .38 6 x 3 1/2	✓
FRAMING.			Centre Girder, depth and thickness amidships	42 .50	✓
Frame Amidships, Angle, EW INV.	9 4 .45 18x42.7 lbs. web	✓ cut from	" " top Angles	EW to shell	✓
" Extends up to	2nd deck	✓	" " bottom Angles	and innerbottom	✓
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	one .36	✓
" " Extends up to	-		Margin Plate depth (max. for frame) and thickness	54 .55	✓
Depth of Framing Girder	9	✓	" " Vertical Angle to Tank side	Flush	✓
Frames in Uppermost Continuous 'tween Decks, Angle, EW INV.	6 4 .38 6x3 1/2 x .38	✓	" " Bracket abaft 1/2 len. from stem	Tanktop	✓
" " Second 'tween Decks, Angle, EW INV.	9 4 .45 web	✓	" " Vertical Angle to Tank side	Flush	✓
" " Third " " "	- .45	✓	" " Bracket from forward 1/2 len. from stem to Panting Area	Tanktop	✓
" from 1/2 len. for'd. to 15% len. from Stem	9 4 web O.A. INV.	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	none	✓
" in Peaks, Angle EW INV.	8 4 .42 Fore peak	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	60 1/2 cut from 18x4x4 1/2 (50 web)	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	EW	✓	Frame bottom		
State if Frame Joggled	no	✓	Tank side Brackets, height above base line at toe of Frame and thickness	60 1/2 cut from 18x4x4 1/2 (50 web)	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	as submitted	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	as submitted	✓	Breadth and thickness of Middle Line Strake	50 .50	✓
DOUBLE BOTTOM.			Thickness of remainder in Holds	.41 to .55	✓
Floors, Depth and thickness at mid-line in Holds	-		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	as submitted	✓
Height of Brackets at side above base line at toe of frame	-		BEAMS.		
Middle Line Keelson, on Floors, Angles, [or]	-		Uppermost Continuous Deck, amidships in INV. EW Angle, EW	6 4 .40 6x3 1/2 x .24	✓
" " " Through Plate or Intercoastal Plate	-		" " in way of Bridge, Angle, [or]	-	
" " " Foundation Plate on Floors	-		Spacing	every frame	✓
" " " Flat Plate Keel Angles	-		Second Deck, amidships, Angle, EW INV.	7 4 .38 7 x 4 x .33	✓
Side Keelsons, No. each side	-		Spacing	every frame	✓
" " thickness of Intercoastal Plate	-		Third Deck, amidships, Angle, EW INV.	7 4 .38 7 x 4 x .33	✓
" " Angles	-		Spacing	every frame	✓
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]	-	
Solid Floors, thickness and spacing	.36 ev. 5th fr. (every frame fwd. 3/5 L)	✓	Spacing	-	
" " Are Frame and Reversed Frame joggled?	none, floors EW to shell and innerbottom	✓	Poop Deck, Angle, [or]	-	
Bracket Floors, breadth and thickness at middle line	3'-3" each side of C.L.	✓	Spacing	-	
" " breadth and thickness at margin plate	3'-3" .36	✓	Bridge Deck, Angle, [or]	-	
			Spacing	-	
			Forecastle Deck, Angle, [or]	-	
			Spacing	-	

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and the Plans should be embodied.)

Sister Ship's: The ship is of the American standard type C-1A

Plans returned in accordance with attached list.

Ship examined in dry dock and recoated. Last seen in dry dock 6-10-58

Moulded dimensions: 390'-0" x 60'-0" x 28'-6"✓

Rise of floor: 4"✓

The Chain Cables of this ship are made of Special Steel.

Bulkheads:- The W.T. bulkheads are carried to 2nd deck except, fore and after peak bulkheads

General Declarations: (continued)

All double bottom tanks, peak tanks, deep tanks, settling- and service tanks in machinery space, air- and sounding pipes tested in accordance with Rule Requirements and found satisfactory. Steering gear and windlass found satisfactory under working conditions.

Freeboards as assigned by the Danish Authorities, verified and cut in on ship's sides (p&s) Requirements of Section 20 of the Rules regarding carrying of oil fuel for ship's use complied with.

PARTICULARS OF ELECTRIC WELDING (if employed) Electric welding employed throughout.✓

SPECIAL NOTATIONS:—Enter as part of the vessel's class or for record in the Register Book 1 dk and Sh.dk., 3rd dk. except in No.5 hold-OSD-M-EW-DF-ESD-GC-RDR-7BH-

RADAR Equipment (State if fitted) yes

State Type or Pattern No. CR 103

State } Maker R.C.A.
Name } and/or
of } Supplier

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower —
2nd " —
3rd " —

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle — ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated —

Official No. — Signal Letters OUNE

Extreme Breadth over Belting no belting Over-all Length 412.2 (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 dk. and Sh.dk., 3rd dk. except in No.5 hold, steel

Parts of Bottom of Vessel coated with cement or approved composition F.W. and W.B. tanks:- cement washed

Oil tanks:- no coating

Particulars of composition (if fitted) and of approval —

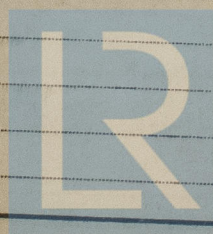
PARTICULARS OF WATER BALLAST: (Comprising all tanks ~~which may be~~ used for Water Ballast. ~~which are not to be included in the length of the tanks, but which are to be included in the capacity of the tanks.~~)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, Nos 5&6 D.B. tanks	269.2	✓	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only, No. 4 DBT	139.5	✓	Deep tank, aft, Nos. 2, 3, 4 & 5		28
Double bottom, if under Boilers only,			Deep tank, forward,		16
Double bottom, forward, Nos. 1, 2 & 3 DBT.	790.2	✓	Other tanks, if fitted,		
Total length (if continuous) and Capacity	1198.9	✓	(If necessary furnish further information by sketch.)		

Please see
Order for Special Survey No. —
letter "Ship"
Date 25-7-58

Dates of Surveys held while building

1-11/7, 21/8, 16-18-23/9, 1-3-6-8-10-22-25-28-30/10, 3-4/11



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Foundation

Total No. of Visits 17