

pt. 8

17277

Port of writing Report 12-11-58 When handed in at Local Office 18-11-58 Received London 21 NOV 1958
Survey held at Aalborg and Elsinore No. of Visits 17 First Date 1-7 1958 Last Date 4-11 1958

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. 1196 on the Iron or Steel M.S. "TENNA DAN" ex "HOEGH TRADER" ex "CAPE TRAFALGAR" Tons gross 5115
Built at Beaumont By Whom Pennsylvania Shipyards Inc. When 1944
Owners J. Lauritzen Owners' address Copenhagen
Managers - Port of Registry Esbjerg
Surveyed Afloat or in Drydock both Name of Dock Helsingør Skibsværft & Mskb. A/S Date of last examn. in Drydock 6-10-58

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)

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc. Machinery

100A1 (class contemplated)

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" 23/5-58 and 25/7-58

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 to Owners, Freeboard as marked on ship and now verified 3 ft 9 ins
not required Was a damage report made by anyone else? If so, by whom? underwriters

EXAMINATION AND REPAIRS AS PER RULE FOR Classification and Alteration.

Ship built 1944 under special supervision of surveyors to the American Bureau of Shipping and was classed and assigned freeboards by that Society. The class was later transferred to Det Norske Veritas. The scantlings of this ship are as shown in the First Entry Report and the plans forwarded with this report.

Recommendation:— This ship is in good and efficient condition and eligible to be classed 100A1. The freeboards corresponding to a max. summer draught of 24'-10" have been assigned by the Danish Authorities.

The note "Classed 10.58" to be inserted in the Register Book.

11.58

Alteration:— Please see letter "Ship" dated 23/5-58.

Four rows of longitudinal stiffeners 6" x 3½" x ½" inverted angle, and attached to the floors, have now been fitted to bottom shell about 6,9,16 and 19 feet from centre line (port and starboard side) from about frame 46 to about frame 128. The present two rows of 150 x 13 flats have been removed.

Repairs:— Twp shell plates, E.8 port and starboard side (numbered from forward) found indented, have now been cropped and part renewed.

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 see Cpn. F.E.Rpt.No.17277
If so, is the Report sent now, or when will it be sent? herewith 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 is eligible in my opinion to be classed 100A1 and to have record of docking 10.58.

M. B. Christensen
Surveyor to Lloyd's Register of Shipping

Date of Committee FRIDAY - 2 JAN 1959
Minute See minute on Cpn. F.E. Rpt. 1.

Noted
for
Header



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Foundation

011646-011656 - 0074 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Classification and Alteration SURVEY

Items	Classification and Alteration SURVEY			
	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	yes	yes
Rudder lifted	yes	A.P. "	yes	yes
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams	yes (OF)	yes
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes			
Holds	yes	Fresh Water Tanks	yes	yes
		Deep Tanks	yes	yes
Tween Decks	yes	Oil Fuel Bunkers and Settling Tanks	yes	yes
Fore Peak Spaces	yes	Side Tanks	yes	yes
After " "	yes	Wing Tanks	none	-
Engine Space	yes	Other Tanks	none	-
Boiler	none			
Under Engines and Boilers	yes	Cargo Tanks (Tankers)	none	-
Tunnel and Well	yes			
Coal Bunkers	none	Cofferdams	yes	no
Chain Locker	yes			
Other Spaces	none	Pump Rooms	none	-
		Have Tanks now Examined been Cleaned as Necessary?	yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	none	
		Have Tanks been Retested as necessary after completion of any Repairs?	yes	

Have the spaces now surveyed been cleared and cleaned as necessary? yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? yes

Have the bilges been cleaned out and examined? yes

Has steelwork had rust removed and afterwards been recoated as necessary? yes

Has cement in bottom been examined? none

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? yes

Has a Load Line Survey been held? no If so, state which -

Have the shell and deck plating been drilled as per Rule? yes

If so, Report 8(Dr) to be attached here with

Have any alterations to the approved scantlings and arrangements now been effected? yes, bottom stiffening

If so, report details in body of Report.

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

TABLE 2

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	good	Sluice Valves examined and found	good
" " in way of side scuttles	good	Cement or Asphalt	none	Air and Sounding Pipes	good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	good
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	good
Superstructures and their closing appliances	good	Ventilators, their coamings	good	Condition, how ascertained	from aloft
Coamings and Casings	good	and closing appliances	good	(State if wedges removed)	
Beams and Fastenings	good	Companionways and Skylights	good	Chain Locker	good
Frames	good	Shell Openings	good	EQUIPMENT	
Reverse Frames	none	Ash Shoots	none	Equipment Letter	a+
Longitudinals	none	Overboard Discharges and Scuppers	good	Anchors, No. of	3-1 Condition good
Transverses	none	Freeing ports	good	Cables (State if now ranged and examined)	yes
Floors	good	Steering Gear (Main and Auxiliary)	good	" length 285 fms mean diam.	2"-17 ⁷ / ₈
Keelsons	good	examined and found	good	(on board)	
Stringers	good	Windlass examined and found	good	" Rule Length 270 fms Size	2"
Inner Bottom Plating	good	Pumps " " "	-	Hawsers and Warps	sufficient
Bulkheads and Tunnel	good	W.T. Doors " " "	good	State if any Anchors or Chain Cable have	
				been supplied or retested, if so,	yes
				complete Report 8(Eq) and attach.	herewith

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? none See Below.

REMARKS, REPAIRS, Etc. (Contd.) Waviness of bottom plating:- As the bottom plating has now been stiff in accordance with the Society's practice for similar type of ships and as the waviness of the bottom plating was found to be of a slight nature it is recommended for the favourable consideration of the Committee that this should neither be listed as a Condition of Class nor as an Appendix to the S.R. list.

Report on Masts and Rigging attached.

(Please see following sheet.)

Survey Fee please see Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) F.E. Rpt. Date when A/c. Rendered

Travelling Expenses (if chargeable)

L. 9a

rt of

Copenhagen

Continuation of Report No. 17277 dated

12-11-58

on the

M/S "TENNA DAN" ex "HOEGH TRADER" ex "COPE TRAFALGAR" of Copenhagen

Chain Cables:- Of the original 18 lengths of chain cable the 17 lengths were found worn below Rule size, and 18 new lengths have now been supplied, please see F.E. report. The ship has, therefore, now 19 lengths of chain cable on board.

M.B.C.

10m,7,54. T. (MADE AND PRINTED IN ENGLAND.)

SHIP'S NAME m.s. "TENNA DAN" DATE OF DRILLING 18/9-58

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS						FORWARD						AFT						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any					
POSITION	Letter		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.				
Bridge Sheerstrake																				
Bridge Strake below																				
Sheerstrake ...	H	.56	.56	.56	-	-	.44	.44	.44	-	-	.44	.44	.44	-	-				
1st Strake below	G	.56	.56	.56	-	-	.44	.44	.44	-	-	.44	.44	.44	-	-				
2nd " "	F	.56	.56	.56	-	-	.53	.55	.55	-	-	.44	.44	.44	-	-				
3rd " "	E	.56	.54	.54	.02	.02	.53	.50	.48	.03	.05	.44	.44	.44	-	-				
4th " "	D	.56	.56	.56	-	-	.53	.46	.50	.07	.03	.44	.44	.44	-	-				
5th " "	C	.56	.56	.56	-	-	S	-	-	-	-	S	-	-	-	-				
6th " "	B	.56	.56	.56	-	-	S	-	-	-	-	S	-	-	-	-				
7th " "	A	.56	.56	.56	-	-	.66	.65	.66	.01	-	.50	.48	.50	.02	-				
8th " Keel		.75	.75		-		.75	.75		-		.75	.75		-	-				
9th " "																				
10th " "																				
11th " "																	AA			
12th " "																				

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

STRAKE		FORWARD TANK						AFTER TANK						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
POSITION	Letter		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Bridge Sheerstrake														
Bridge Strake below														
Sheerstrake														
1st Strake below														
2nd " "														
3rd " "														
4th " "														
5th " "														
6th " "														
7th " "														
8th " "														
9th " "														
10th "														
11th " "														
12th " "														

M.B. Christensen
Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	FORWARD fr.69						AFT fr.119						REMARKS
	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Stringer Plate88	.88	.88	-	-	.58	.52	.54	.06	.04			
1st Strake Inboard55	.54	.52	.01	.03	.55	.52	.50	.03	.05			
2nd " " "	.55	.52	.52	.03	.03	.32	.28	.30	.04	.02	W		
3rd " " "	.32	.28	.30	.04	.02	.32	.32	.30	-	.02			
4th " " "	.32	.30		.02		.32	.28		.04				
5th " " "													
6th " " "													

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.