

Rpt. 1 DISCLOSED SECTION No. 1062

N/N ROSSEVERETT

DISCLOSED SECTION No. 1062 No. 11679

Date of completing report 13th JULY 1959 When handed in at Local Office 13th JULY 1959 Received London 5 AUG 1959

Survey held at BALTIMORE Md. First Visit 10th JUNE 1959 Last Visit 24th JUNE 1959 No. of Visits 17

FIRST ENTRY SHIP REPORT

ON THE SS/MS "HEDDA DAN"

FF FROM ACCTS. 6/8/59
FROM ADMIN/F 10/8
PLANS RECD. 6/8
CERTS. RECD. 6/8
TO PPTS. DEP. 14/8

Has Report been sent on (1) Freeboard of Ship? NO (2) Machinery? YES
(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 COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING Is machinery fitted aft? NO

Length (D 201 of Rules)* 390'-0" Built at BEAUMONT, TEXAS. N.S.M.C-HULL 1963.
Breadth (D 202 of Rules) 60'-0" Launched 11th MONTH, 1944 Yard No. PSYHULL 315.
Depth (D 203 of Rules) TO SHELTER DECK - 37'-6"
TO 2nd DECK - 28'-3" Builders PENNSYLVANIA SHIPBUILDING COMPANY
BEAUMONT, TEXAS, U.S.A.
Draught (summer moulded) (D 204 of Rules) 24'-6 1/2" Owners J. LAURITZEN.
Deck Factor "F" excluding d_t ✓ Address HAMMERUSEGADE 1, COPENHAGEN, DENMARK.
" " "F" including d_t ✓ See Freeboard papers Managers J. LAURITZEN.
Gross tonnage 5187.74 28'-6" Address COPENHAGEN.
Net tonnage 3045.70 RSP Port of Registry ESBJERG.
Official number ✓ 17/2/59. Date of last survey in drydock 12th JUNE 1959.
Signal letters O.Y.G.U

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? NO
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? FOUND TO BE IN ACCORDANCE WITH THE SUBMITTED PLANS.
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? NO
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? SEE ABOVE
Are the materials and workmanship satisfactory? SEE ABOVE / See page 4.
Have the freeboards been satisfactorily marked on the ship's sides and verified? FREEBOARDS AS ASSIGNED BY THE DANISH AUTHORITY HAVE BEEN VERIFIED.

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.

Builder's Signature

FEES, etc.

Special Survey fee
Travelling expenses See Report 8
Late attendance fees " " "
Fees applied for Received
Classification Certificate to be sent to (OWNERS)
Date of issue Await in Subject
Has an Interim Certificate been issued? YES

This Ship in my opinion is eligible to be classed: - 100 A.I.
(Special notations where part of class to be stated)

Signature

Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

NEW YORK JUL 15 1959
100 A.I. DS. 6.59
Classed 6.59
S.S. 6.59 EW
OSD
ESD, DF, GYC, Radar

Lmc 6.59 Subject

2 OIL ENGINES.

TS.(CL) 9.58. SPS 6.59

2 WTDB 65lbs.

Electric Light.

DBS 6.59

Noted for Header

© 2021

NOTED FOR POSTING 238

Lloyd's Register Foundation

STEEL

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

Plates:— NOT KNOWN

Sections:— NOT KNOWN

American Bureau

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? NOT KNOWN

Process of manufacture (e.g. Open hearth, electric furnace, etc.) ✓

American Bureau

Particulars of Special Quality Steel used ✓
(Advice notes to be forwarded separately with plan showing disposition of these plates)

ELECTRIC WELDING

Parts of main structural importance electrically welded ALL ELECTRICALLY WELDED EXCEPT CRACK ARRESTER ON DECK I/S

Parts examined by radiography NOT KNOWN

Were the electrodes used of types approved by the Committee? NOT KNOWN

FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar		
Shaft brackets		
Sternframe		
Rudder mainpiece or post		
Rudder head		
Quadrant		
Tiller		

CERTIFICATES NOT AVAILABLE

GENERAL PARTICULARS

HYDRO-ELECTRIC DUPLEX RAM
 Steering gear (Type & Maker) BY-LIDGEWOOD MFG. CO. ELISABETH N.J. Auxiliary steering gear HAND WHEEL ON DOCK DECK
ELECTRIC BY THE AMERICAN HOIST
 Steering chains (Size & test) NONE Windlass (Type & Maker) AND DERRIOT CO. - MODEL NO. 16.
 Ceiling in holds (Material & thickness) 5" (TWO LAYERS) IN WAY HATCHES ONLY. 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):— NONE
 Particulars of composition (if any):—
 Insulated cargo compartments (if any):— NONE
 Parts of structure of material other than steel (if any):— STEEL ONLY.

If mechanical ventilation is fitted, state in which cargo spaces:— ELECTRIC FANS SERVICING ALL CARGO HOLDS.

If cathodic protection is fitted, state in which tanks:— NONE.

EQUIPMENT

Number 38320

Letter at

ANCHORS 3B.

PARTICULARS OF CERT. ISSUED BY THE AMERICAN BUREAU OF SHIPPING

Certificate No.	Anchor	Weight of Anchor	Weight of Stock (if any)	Test per Certificate	Rule weight	Description of Anchor	Where and when tested
PA 4655	Bower (1)	8260 LBS.		124480 LBS. / 7336 LBS.		BALDT STOCKLESS.	CHESTER PA. 28 th DEC. 1943.
PA 4669	" (2)	8250 LBS.		124240 LBS. / 7336 "		- do -	CHESTER PA. 31 st DEC. 1943.
PA 10658	" (3)	7150 LBS.		113045 LBS. / 7336 "		- do -	CHESTER PA. 16 th MAY 1944.
	Coll. wt.	23660 LBS.			22008 LBS.		
PA 10662	Stream	3150 LBS.	STOCKLESS	60970 LBS.		- do -	CHESTER PA. 16 th MAY 1944.

CHAIN CABLES

PARTICULARS OF CERT. ISSUED BY LLOYD'S REGISTER OF SHIPPING

Number of Certificate	Supplied		Test per Certificate		Weight of Chain Cable		Rule	Length Dia.	Description and Material	Makers of Cable	Where and when tested
	Length	Dia.	Stat.	Bkg.	Supplied	Rule					
DC 8193	270	2	230000 LBS.	322000 LBS.	63450	60480	270	2	D1-Lok	BALDT ANCHOR CHESTER PA	
					64200					CHAIN & FORGE	CHESTER PA 17-6-59
										DIV. CHESTER	
										PA	

OWNERS STATE STREAM ANCHOR WILL NOT BE USED

Are joining shackles of the lugless type fitted?

TOWLINE AND MOORING ROPES

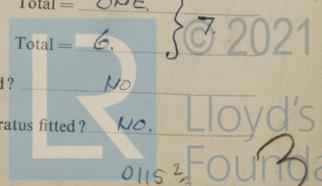
CAST STEEL ANCHOR HEAD DROP TEST

Item	Supplied		Breaking Test		Rule	Maker's Name	Certificate number	Weight (to include pins, etc.)	Surveyors' Initials	Date of Test
	Length	Circ.	Length	Circ.						
Towline	120	5"	120	5"						
Mooring	22	120	3 1/4"	40	100	3"				
Ropes	42	100	8"	4"	027	MAN.				

NO TEST SHEETS AVAILABLE

PARTICULARS FOR REGISTER BOOK (feet & inches)

Moulded length (see Key to Register Book) 390'-0" Moulded breadth 60'-0" Moulded depth 37'-6"
 Number and material of decks 2 STEEL DECKS - 3rd STEEL DECK FORWARD AND AFT OF MACHINERY SPACE.
 Length of Poop NONE R.Q.D. NONE Bridge NONE Fo'cle NONE Trunk NONE
 Overall length 412'-0" Extreme breadth 60'-1 1/4" Rise of floor 4"
 Is ship of O.S.D. Type? YES Is ship of C.S.D. Type? - Is duct keel fitted? NO
 Is longitudinal framing fitted? (state where) NO
 Is strengthening for navigation in ice fitted? (state class) NO
 Is additional strengthening for heavy cargoes fitted? NO
 Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? MOTORSHIP
 Is the ship (if not an oil tanker) fitted for carrying oil as cargo? NO and if so state where, together with the flash point where required to be inserted in the notation:—
 Watertight and/or Oiltight Bulkheads (state number required by Rules) 6
 Bulkheads in ship extending to Upper deck on frame numbers:— 10/13
 Bulkheads in ship extending to deck below upper deck on frame numbers:— 39-65-92-112-134-164 Total = ONE
 s E.S.D. fitted? YES Is Radar fitted? YES Is Position Fixing Device fitted? NO Total = 6
 D.F. fitted? YES Is Gyro Compass fitted? YES Is Submarine Signalling apparatus fitted? NO



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. 1 184.52 No. 2 283.88 No. 3 321.82 No. 4 135.84^{F.W.} No. 5 183.37 No. 6 85.77
 No. 7 — No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —

Fore peak tank 59.1 After peak tank 150.5 Midship deep tank NONE

Deep tank aft — Deep tank fwd. 164.31 Topside tanks —

Tanks at sides of tunnel { FORD PORT 99.29
 AFT " 60.63 Tanks in way of tunnel — Deck tanks NONE
 FORD STABS 81-86

Side tanks NONE, AFT " 43.20 Wing tanks O.F. 2214.23 & 2216.35 Other tanks F.W. TANKS FWS 87-92
 12 15.94
 12 133.79

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities: ✓

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.)

This vessel was originally constructed for classification with the American Bureau of Shipping.

Scantlings and arrangements have been examined and found to be generally in accordance with the submitted plans.

A survey for classification has been completed and the vessel's condition and standard of workmanship, as now seen, is considered satisfactory.

Fuel oil for the ship's use may be carried in the Nos 1, 2, 3, 5 & 6 D.B tanks, in the fore'd deep tank, in the tanks at sides of the tunnel and in the service and settling tanks in machinery space (EP oil fuel above 150°F)

Steering gear and windlass satisfactorily started out.

The freeboards as assigned by the Danish Authority have been verified and marked in on the vessel's sides

List of plans submitted:—

- (1) Midship Section
- (2) General arrangement of decks and inboard profile.
- (3) Tank bulkheads 87, 92, 111 and 113 and chain lockers.
- (4) O.P. and W.P. trans. bulkheads Nos. 10, 13, 19, 39, 65, 92, 112, 118, 134, 144, 154, 160, 163 and 164.
- (5) Centre line bulkheads.
- (6) Stern frame
- (7) Rudder arrangement.
- (8) Capacity Plan

This vessel is of the CIA type and is stated to be a sister ship to the "GERDA DAN" — "MARNA DAN" — "PAULA DAN" and the "TENNA DAN".

SPECIAL FEATURES



© 2021

Lloyd's Register Foundation

Printed in U.S.

Date of C

Minute...

3M-12-56 Pri

