

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"
Built at RENDSBURG By Whom NOBISBRUG WERFT Tons gross 473
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.

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

Give dates and references to any letters relating to this Report

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 Fairred or Repaired								
Fairred or Repaired in place								

Has a Survey also been held on machinery of the Ship? **yes**
If so, is the Report sent now, or when will it be sent? **none**

Is Classification Certificate required? If so, to be sent to
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 dm)
TS 8. 62

NOTED FOR POSTING



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TABLE 1

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
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				
Engine Space	no		Cargo Tanks (Tankers)		
Boiler " "	no				
Under Engines and Boilers	no		Cofferdams		
Tunnel and Well	no		Pump Rooms		
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 _____ 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 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—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 and closing appliances	"	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	good	Companionways and Skylights	"	Chain Locker	not examined
Beams and Fastenings	not examined	Shell Openings	none	EQUIPMENT	
Frames	not examined	Ash Shoots	"	Equipment Letter	
Reverse Frames	not examined	Overboard Discharges and Scuppers	not examined	Anchors, No. of	3B. Condition good
Longitudinals	not examined	Freeing ports	good	Cables (State if now ranged and examined)	no
Transverses	not examined	Steering Gear (Main and Auxiliary) examined and found	generally good	" length (on board)	mean diam. —
Floors	not examined	Windlass examined and found	"	" Rule Length	Size —
Keelsons	not examined	Pumps	not examined	Hawsers and Warps	good
Stringers	not examined	W.T. Doors	not examined	State if any Anchors or Chain Cable have now been supplied or retested, if so complete Report 8(Eq) and attach.	no
Inner Bottom Plating	not examined				
Bulkheads and Tunnel	not examined				

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

REMARKS, REPAIRS, Etc. (Contd.) FOUND

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.

RECOMMENDED

No
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

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Lloyd's Register
Foundation
21.8.62

Rpt. 9a.

Port of LE HAVRE

Continuation of Report No. 10439

dated 21.8.62

on the

HENRIK DANICA

Remarks, repairs Etc., (Contd)

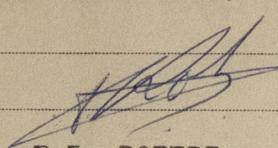
FOUND

RECOMMENDED

Main sea suction strainers,
one each on port & stbd
sides, chocked.

Strainers to remove, clean & refit.

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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