Rpt. 1

STEEL STEAMER OR MOTORSHIP.

Received at London Office 8 OCT 1952

State if Report has been sent on the Freeboard of the Vessel yes

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

Date of completion of report 25th September, 1952 Port of KIEL No. 691

Survey held at Rendsburg Date First Survey 14th August, 1951 Last Survey 19th July, 1952

On the (*State if Machinery fitted Aft and if Single, Twin or Triple Screw*) "HENRIK DANICA" (Single Screw Motor Vessel - machinery aft)

State Type (*Full Scantling, Complete Superstructure with or without Tonnage Openings*) Full scantling (Open Shelter Decker) State Type of Erections Forecastle

TONNAGE under Tonnage Deck ... 349,22 tons

Do. of space or spaces between Tonnage Dk. and Upper Dk. 72,81 tons

Total 422,03 tons

Gross Tonnage 492,13

Register Tonnage 199,45

REGISTERED DIMENSIONS.

	FEET
Length	196.0'
Breadth	30.4'
Depth	9.2'

CLASS + 100 A 1 (Strengthened for navigation in ice) *State if with freeboard as condition of Class*

	FEET
Length *from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)*	L 187.84'
Breadth (*greatest moulded*)	B 30.36'
Depth, *at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)*	D 19.03'
1st Longitudinal Number (L × D) =	
2nd Numeral L × (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	12.25'

Built at Rendsburg

Launched 26th April, 1952 *Yard No.* 546

Builders Werft Nobiskrug G.m.b.H.

Owners H.H. Andersen & Co., Copenhagen

Managers (*Where necessary to be entered in Reg. Book*)

Residence

Port of Registry Copenhagen

If surveyed while building, afloat, or in dry dock

Whilst building and afloat

FRAMES, DOUBLE BOTTOM AND BEAMS.

	~~xxxx~~ mm IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	640	✓
" " from ¾ length amidships to Collision bulkhead	640	✓
" " in peaks fwd.	640 aft 600	✓
SIDE FRAMING.		
Frame Amidships, (Angle, [or [)	180x8	✓
" Extends up to shelter deck		✓
Web ~~xxxxx~~ Frame Amidships, ~~xxxx~~ angle	250x90x10 / 250x12	✓
" " Extends up to 2nd deck		✓
Depth of Framing Girder	180x250	✓
Frames in Uppermost Continuous ~~xxxxx~~ Deck ~~xxxxxxxxx~~ shelter above webframes	170 75 8	✓
" " Second 'tween Decks, Angle, [or [	none	–
" " Third " " " "	none	–
" from ½ len. for'd. to 15% len. from Stem	180x8 / 170x75x8	✓
" in Peaks, ~~xxxxx~~ [or forepeak	140x7 aft pk. 180x8	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	19 7 dia.	✓
State if Frame Joggled	no	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	as approved	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	as approved	✓
SINGLE BOTTOM.		
Floors, Depth and thickness at mid-line in Holds	none	✓
Height of Brackets at side above base line at toe of frame	–	
Middle Line Keelson, on Floors, Angles, [or [	–	
" " " Through Plate or Intercostal Plate	–	
" " " Foundation Plate on Floors	–	
" " " Flat Plate Keel Angles	–	
Side Keelsons, No. each side	–	
" " thickness of Intercostal Plate	–	
" " Angles	–	
DOUBLE BOTTOM.		
Solid Floors, thickness and spacing	7.5 1280	✓
" " Are Frame and Reversed Frame joggled?	no	✓
Bracket Floors, breadth and thickness at middle line	600x7,5	✓
" " breadth and thickness at margin plate	600x7,5	✓

	~~xxxx~~ mm IN SHIP.	Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame bottom	120x7,5	✓
Frame top	120x5,5	✓
" " Reversed Frame	none	–
" " Vertical Struts angle	90x75x10	–
Centre Girder, depth and thickness amidships	900x9,5	–
" " top Angles none	E.W.	–
" " bottom Angles none	E.W.	–
Side Girders, No. each side and thickness	one 7	–
Margin Plate depth (excl. of flange) and thickness	1000x8.5	–
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	90x9	– riveted frs. only
" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area	90x9	– riveted frs. only
" " Gussets, spacing and scantling abaft ¼ len. from stem	none	
" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area	none	
Tank Side Brackets, height above base line at toe of Frame and thickness	975x8.5	✓
INNER BOTTOM PLATING.		
Breadth and thickness of Middle Line Strake		
Thickness of remainder 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?	8-7.5 / as approved	✓ transversely fitted
BEAMS.		
Uppermost Continuous Deck, amidships ~~xx~~ ~~xxx~~, Angle, ~~xxxx~~	75x55x7	✓ L
" ~~xxxxxxxxx~~, Angle, [or [	65x50x7	✓ in way of hatches
Spacing	640	✓
Second Deck, amidships, Angle, [or [	–	130x65x8 / 65x50x7 L
Spacing	every frame	
Third Deck, amidships, Angle, [or [	–	
Spacing	–	
Fourth Deck, amidships, Angle, [or [	–	
Spacing	–	
Poop Deck, Angle, [or [	–	
Spacing	–	
Bridge Deck, Angle, [or [	–	
Spacing	–	
Forecastle Deck, Angle, ~~xxxx~~	65x65x7 / 65x50x7	✓ L
Spacing	640	✓

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PILLARS AND DECKS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	none	
" in 'tween Decks, Size and Spacing	-	
" " " "	-	
" in Holds " " "	-	
" " " "	-	
Centre Line Bulkhead. Stiffeners and Spacing below fbd.deck	120x7.5 } 640	
above "	100x7	
Plating, thickness of	7.5	
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	1750x9	
" " " " in way of Bridge	-	
" Angle in Wells	-	
Thickness of Plating abreast Deck openings in way of Wells	12 9	
Thickness of Plating abreast Deck openings in way of Bridge	-	
Thickness of Plating within line of openings	7	
If Sheathed, material and thickness	no	
Second Deck. Stringer Plate, breadth and thickness	1365x7	

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	none	
Thickness of Plating abreast Deck openings in way of hatches	12 7	
Thickness of Plating abreast Deck openings in way of Bridge	none	
Thickness of Plating within line of openings	6.5	
If Sheathed, material and thickness	no	
Third Deck. Stringer Plate, breadth and thickness	-	
If Plated, state thickness	-	
Fourth Deck. Stringer Plate, breadth and thickness	-	
If Plated, state thickness	-	
Poop Deck. Stringer Plate, breadth and thickness	-	
Plating, Sheathing, material and thickness	-	
Bridge Deck. Stringer Plate, breadth and thickness	-	
Plating, Sheathing, material and thickness	-	
Forecastle Deck. Stringer Plate, breadth and thickness	7.5	transverse ly fitted
Plating, Sheathing, material and thickness		

SHELL PLATING.

Strakes.	Scantlings. As in Vessel. Amidships Breadth.	Amidships Thickness.	Forward. Thickness.	Aft. Thickness.	Any Departure from Approved Plans to be Noted.	Riveting. Edges. State if joggled? yes. Single or Double.	Rivets. Diam.	Spacing cr. to cr.	Butts. No. of Rows of Rivets.	Rivets. Diam. Inches.	Spacing cr. to cr. Inches.	Strapped or Lapped.
Flat Plate Keel	1030	12	13.5	12		double	19	80				
" Dblg. (if any)		none										
Bottom Plating, No. of Strakes 2	1900	10.5	13.5	9		double	19	80				
Bilge Plating, No. of Strakes 1	1570	10.5	13.5	9		double	19	80				
Side Plating, No. of Strakes 2	1800	9.5	15	9		single	19	80				
Upper Deck, Sheer-strake in Wells	1830	9.5	8.5	8.5		single	19	80	electric welded			
Upper Deck, Sheer-strake in Bridge	-					-						
Strake below Sheer-strake in Wells	-					-						
Strake below Sheer-strake in Bridge	-					-						
Poop Side Plating	-					-						
Bridge Side Plating	-					-						
Forecastle Side Plating	1400	-	7.5	--		single	19	80				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 3 BH (Collision Shell 24.5.52)

Extending to Upper Deck (Sec. 3 c) 2 BH to Shelter deck

" Deck next below 1 BH to 2nd deck

As per Rule

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Vertical. Spacing.	Horizontal. Scantlings.	Horizontal. Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	-				
" " Second "	-				
" " Third "	-				
" " Hold fr. 21/24	9-6,5	160x7	760/850	-	-
" " (in Hold) fr. 79/83	8-6,5	80x4,5 160x7 140x6	600	-	-
COLLISION " fr. 8	8-7,5	160x9 140x6	600	-	-
AFTER PEAK " "					

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep. from App. Plans to be
KEEL, Bar		none		
STEM	built up by plates		Werft Nobis-krug	appr
STERN FRAME { Propeller Post				
Rudder "				
Speed of Vessel		11.0 kn		
RUDDER—Type		balance		
" A × D	552x1,78	98.2 □' (9,12 m²)		
" Diam. of head		169 mm		
" Mainpiece at top		204 mm		
" " heel		140 mm		
" how constructed		Werft Nobiskrug		
" double plate		11.5 mm		
" coupling, vertical or		10 bolts 57 mm dia.		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Hüttenwerk Hoerde A.G., Hüttenwerk Oberhausen A.G., Rheinische Röhrenwerke A.G., Dinslaken, Ruhrstahl A.G., Henrichshütte, Hattingen-Ruhr.

Has the Steel been tested as required by the Rules? yes

EQUIPMENT No. 840 LETTER K

ANCHORS.

Number of Certificate.	Anchors.	Weight Ex. Stock. kg	Weight of Stock. kg	Test, per Certificate. kg	Weight Required by Table 53. kg	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
164	1st Bower	891		18943	2755	Patent	Janssen & Berg	Hamburg 26.4.52 W. Ackermann
165	2nd "	901		19108		"	"	" "
166	3rd "	895		191009		"	"	
	Collective weight	2687		(2650)	2755		"	
156	Stream	268	94		267	Cast Steel Stock	"	" 26.3.52

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. m	Diam. mm	Test per Certificate. Statutory. kg	Breaking. kg	Weight of Chain Cable. Supplied. kg	Per Rule. kg	Length and Size per Table 53. Length. m	Diam. mm	Description.	Makers of Cables.	Where and when tested, and Superintendent.
2216	387	33	30880	46300	9763	9230	385	33	mild steel cable stud	Kettenwerke Schlieper	Dortmund 14.9.51 J.Quast
Steel Wire	165	Cir. 83	33640		-	-	110	Cir. 83	-	Rudolf Seldis	

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length. m	Cir.	Breaking Test of Steel Wire. kg	Length and Size per Table 53. Length. m	Cir.
Towline	165	76	29810	165	76
Hawsers & Warps	165	57	16760	165	57
"	165	44	9430	165	44

Steering Gear, Type (Power or hand) Hand gear ELECTRIC HYDRAULIC FITTED Cpn 9.58. Alternative Means of Steering Steering tackle

Steering Chains (Size and Test) none Windlass Hatlapa, electric driven Boats 2x5,2x1,8x0,8 1x3,6x1,6x0,6

Ceiling in Holds, thickness and material 65 mm pine Cargo Battens, thickness, material and spacing 80x150pine spaced 160

Cargo Hatchways.—(Upper Deck) fr.Nos. 74-47 fr. 39-25 Steel coaming Thickness of Hatches 65 mm pine

Size of Hatchways No. 1 (Fwd.) 18540x5400 No. 2 8950x5400 No. 3 - No. 4 Yoke No. 5 Hatch No. 6 -

Number of Shifting Beams 14 + 1 heavy 7

Builder's Signature Werft Nobiskrug, G.m.b.H. Rendsburg 27.8.1952

GENERAL DECLARATION. *It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel* -- *(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo* -- *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).*

This ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the originally approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with or by standards equivalent to the Rule requirements. The plan of midship section and profile and deck showing the ship as built, now forwarded herewith, has been checked with the approved arrangements and found in order. Workmanship and materials are good. 52000 kgs of material to Germanischer Lloyd tests are used for this ship - floors, DB Tank top plating, shell plating, bulkheads - and have been accepted by London letters 29th December 1951 and 26th January 1952. All double bottom tanks, fore and after peak tanks, oil fuel bunkers, fresh water tanks and cofferdams have been tested as required by the Rules and found water tight. (Vessel was not drydocked on completion).

The amount of Entry Fee DM 3205,00 Fees applied for, 19

Special Survey Fee (excess travelling time) 20% DM 640,00 Received by me, 19

Travelling Expenses, if any DM 800,00

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed ✠ 100 A 1 with the notation "Strengthened for navigation in ice"

FOR & ON BEHALF OF:- G.NOHR

Signature J. Bowman. Surveyor to Lloyd's Register of Shipping.

Whether the Vessel has been built under Special Survey yes

Certificate to be sent to OWNERS via Yard Date of issue 24/11/52

Committee's Minute MES 18 NOV 1952

Character assigned ✠100A1 Lloyd's A+CP Strengthened for navigation in ice

✠LMC 7.52 Oil Rig

CLASSIFICATION CERTIFICATES WRITTEN

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02477

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 a List of the Plans should be embodied.*)

Shell plating in way of cargo holds, accommodation and engine room and the weather decks have been hose tested and found tight.
Air and sounding pipes with striking plates have been fitted in accordance with the Rules; anchors, chain cables, hawsers and warps have been verified with the certificates.
Hand steering gear and its connections, windlass, hand pumps examined and tried under working conditions and found in good order.
The vessel is built as an open shelter decker, but the scantlings are suitable for a summer moulded draught of 4.4 metres (14.44 feet).
Diesel oil may be carried in the double bottom tanks frs. Nos. 24-36, C.L., Frs. Nos. 36-47 C.D, frs. Nos. 19-23 port side, frs. Nos. 15-23 stbd. side and oil fuel bunkers frs. Nos. 6-8 (p&s). Total Diesel oil capacity (40 cb.ft./tons)= 65.5 tons. Flash point above 150° F.
Freeboard markings have been verified and cut in on ship's sides.

Plans as follows are attached:

A. Approved Plans
1. Stem and floors in fore peak
2. Profile and decks
3. Midship Section
4. Air and sounding pipes
5. Shell plating
6. Aft stem
7. Double bottom frs. 8-24 and engine foundation
8. Rudder
9. Cargo gear
10. Aux. engine seatings.

B. "As Fitted" Plans
1. General arrangement
2. Profile and decks
3. Midship section.

PARTICULARS OF ELECTRIC WELDING (*if employed*) The ship is electrically welded except the following parts which are riveted: Shell plating seams, web frames to shell plating, each 3rd frame in shelter deck space each 3rd fr. O,2L from forward, hatch coaming horizontal stiffeners.

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book*
Cruiser Stern - 1 Dk & shelter dk - Oil Engine aft - DF -E.S.D. -partly electric welded
Strengthened for navigation in ice

RADAR *Equipment (State if fitted)*
State Type or Pattern No.
State Name of Maker and/or Supplier

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

1st Bower	Head 608 kgs	certificate No.	1450 a,	Shank 224 kgs	certificate	1450	W.
2nd "	" 623 kgs	"	" 1451 a,	" 222 kgs	"	No. 1451	25
3rd "	" 617 kgs	"	" 1452 a,	" 222 kgs	"	" 1452	52

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop -- ft., R.Q.D. -- ft., Bridge -- ft., Forecastle 23.0' (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. D 318 Signal Letters O Y L U Extreme Breadth (over Belting) (Circ. 1611) 30.42' Over-all Length (Circ. 1703) 206.79'

No. and Material of Decks two (2) of SM steel

Parts of Bottom of Vessel coated with cement or approved composition peaks and ballast water tanks cement coated, bilges coated with bitumastic

Particulars of composition (if fitted) and of approval Bitumastic of approved make in chain locker, on D.B. tank top and on shell plating after ceiling of accomodations

PARTICULARS OF WATER BALLAST:—(*Comprising all tanks which may be used for Water Ballast.* (Circ. 1284) *Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be includ*

Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,		
Double bottom, under Engines and Boilers, -		
Double bottom, if under Engines only, fr.10-24	29.4'	
Dirty water tk., L.O. tnk., F.W. cooling tk., F.O. tk.		
Double bottom, if under Boilers only,		
Double bottom, forward, fr.24-79; B.W. cofferdam	119.7'	160
fr.24-47 centre fuel oil, 47a-54 centre F.W.	149.1'	160
Total length (if continuous) and Capacity		

Where Fitted.	Length. Feet.	Water Cap. Tons.
Fore peak tank, fr.79 to fwd.WB	23.0'	50.2
After peak tank, fr. 1-8	17.72'	36.4
Deep tank, aft, piston cooling water fr.7-8		
~~xxxxxxxxxx~~, fuel oil fr.6-8 p&s		
Other tanks, if fitted, tramson sp.frrl-aft fr.W.		
(If necessary furnish further information by sketch.) see general arrangement plan		

Order for Special Survey No. 5

Date 23rd Oct.1950

Dates of Surveys held while building: Aug.51: 8; Sept.: 11; Oct.: 11, Dec.: 18; 1952: March: 11, 19; April: 1,9,17,18,19,23, 25; 26; May: 7,15,20,26,29; June: 4, 12,13,19,16,23,24,26,25; July: 1,7,10,14,15,16,19.

Total No. of Visits 39

No S.S.O.F. available.

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