

Pennsylvania Shipyards Inc., Beaumont, Texas. Yard No: 295.

Sister Ships:- American Standard Type C.1-A "GERDA DAN",
"MARNA DAN" and "PAULA DAN".

Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME m.s. "TENNA DAN" ex "HOEGH TRADER" REPORT Cpn. No. 17277.
ex "CAPE TRAFELGAR".

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

R. ("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

L. 390'-0"

B. 60'-0"

D. 37'-6" 10/2/59
~~37'-8 1/2"~~

This is an American Standard C.1-A type cargo ship.

This ship was built by Pennsylvania Shipyards Inc. at Beaumont, Texas, in 1944, under Special Survey of the Surveyors to the American Bureau of Shipping. The class was later transferred to Det Norske Veritas.

The new Owners now desire classification with this Society.

Plans of this type of ship have been examined and, providing the scantlings and arrangements be verified, the requirements of the Rules for the classification of ships not built under survey be complied with and the equipment found or placed in order in accordance with the letter at Table 53 of the Rules or equivalent, then on receipt of a satisfactory report on completion of the survey the ship will be recommended as eligible to be classed 100A1 ~~with freeboard~~.

The Copenhagen Surveyors in a First Entry Report and Rpt. 8 report (11,58) the ship examined in drydock and the full requirements of a Special Survey for ships not built under survey carried out, including drilling of the shell and strength deck plating. Additional stiffening has been fitted to the bottom as required for this class of ship - see Secretary's letter dated 23.5.58.

The equipment of anchors and chain cables was ranged and examined. Anchors of Rule weight and tested by American Bureau Surveyors. Chain cable of Rule size and test, 1 length tested by American Bureau Surveyors and 18 lengths by this Society's Surveyors.

It is submitted the equipment is acceptable for the Figure "1" but without the Notation "LACP".

The Surveyors recommend that as the bottom plating (slightly wavy) has been stiffened in accordance with the Society's practice for similar type of ships, no conditions of classification or entry in the S.R.L. Appendix be made against the ship.

IT IS THEREFORE SUBMITTED the ship is eligible to be classed 100A1 ~~with freeboard~~, with record of docking 10,58 and to have the Notation 'S.S. Cpn. 11,58'.

Cont'd....

Lloyd's Register
Foundation
011646-011656-0070 1/2

Ships' name: m.s. "TENNA DAN"

Cpn. Rpt. No: 17277.

Particulars for Register Book:

100A1 ~~with freeboard~~
DS 10,58.
Classed 11,58
S.S. Cpn. 11,58.

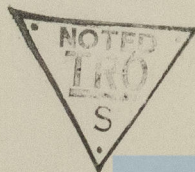
O.S.D; 1 dk & S.dk, 3rd dk except in No.5 hold; E.W;
O.L. 412'-3"
Extreme breadth: 60'-2"
ESD; Rdr; DF; GC;
DB pt W.B. 1059t pt F.W; Tanks at sides of tunnel 285t;
Centre tank in No.3 hold F.W; DTf 164t; FPT 59t;
APT 150t;
Coll BH to S.dk, 6 to 2nd dk;
Rise of floor: 4"
"at" 2" S.Q.

OFFICE NOTE.

Bottom stiffened Cpn. 10,58.
Minor corrugations unfaired.

✓ Agreed with
Mr. J. Dumbull.
16
12
58

FREEBOARDS ASSIGNED by Danish Authorities.



15.12.58.

[Signature]
R.S.



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