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Sister Ships:- American Standard Type C.1-A "GERDA DAN"

"MARNA DAN" "PAULA DAN" & "TENNA DAN"

Report to Chief Surveyors.....

Received from Chief Surveyors.....

SHIP'S NAME m.s. "HEDDA DAN" ex. "HAV" REPORTS BAL. No. 11624
 ex. "CAPE PEMBROKE" 11679

VC. For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to the Classing Committee 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, 24/5/92.).

Signature of Surveyor..... When due

L. 390'-0" B. 60'-0" D. 37'-6"

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

This ship was built at 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 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 replaced in order in accordance with the letter a 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 100.A1

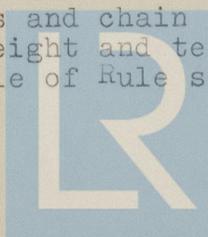
The Baltimore Surveyors in a First Entry Report and Rpt.8 report (6.59) the ship examined in drydock and the full requirements of a Special Survey for ships not built under survey carried out.

Bottom plating (previously stiffened by 2 rows of 6" x .50' flat bars (p & s) to N.V. requirements which are not as extensive as this Society's requirements) examined and considered satisfactory. The Owners proposal to defer any additional stiffening and to keep the bottom plating under observation is submitted for approval.

Damage repairs effected to shell deck and bulkhead plating etc. (p & s) on account of contact with quay walls and ice between 12.7.56 and 9.1.59.

Numerous minor repairs also effected on account of wear and tear.

The equipment of anchors and chain cables ranged and examined. Anchors of Rule weight and tested by American Bureau Surveyors. Chain cable of Rule size and tested by this Society's Surveyors.



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"HEDDA DAN"

Bal. Rpt.No.11679

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

IT IS THEREFORE SUBMITTED the ship is eligible to be classed 100A1 with record of docking 6.59 and to have the Notation 'S.S. 6.59'

Particulars for Register Book:

100 A1
DS. 6.59
Classed 6.59
S.S. 6.59

O.S.D. 1dk & S dk; 3rd dk except in No.5 hold; EW.

O.L. 412'-0"

Extreme Breadth 60'-2"

ESD, Rdr, DF, GC,

DB pt WB 1059t pt FW; Tunnel side tanks 285t;

Centre tank in No.3 hold FW; DTf 164t; FPT 59t; APT 150t;

Coll BH to S dk 6 to 2nd dk.

Rise of floor 4"

"a†" 2" S.Q.

INSERT IN S.R.L.

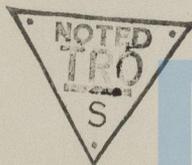
(Bottom plating (previously stiffened to N.V. requirements) to be kept under observation.)

FREEBOARDS ASSIGNED by Danish Authorities.

The Surveyors should be requested to furnish a Rpt. C.11 as this is now required by the Committee.

R. S. J.

20. 8. 59.



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