

DISCLOSED  
SECTION  
No. 1062

N/N  
ROSSEVERETT

DISCLOSED  
SECTION  
No. 1062

Port BALTIMORE Md.

No. 11679

Date of completing report 13<sup>TH</sup> JULY 1959

When handed in at Local Office 13<sup>TH</sup> JULY 1959

Received London

5 AUG 1959

Survey held at BALTIMORE Md.

First Visit 10<sup>TH</sup> JUNE 1959

Last Visit 24<sup>TH</sup> JUNE 1959

No. of Visits 17

## FIRST ENTRY SHIP REPORT

ON THE SS/MS "HEDDA DAN"

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 11<sup>TH</sup> MONTH, 1944

Yard No. PSYHULL 315.

Depth (D 203 of Rules) TO SHELTER DECK - 37'-6"  
TO 2<sup>ND</sup> DECK - 28'-3"

Builders PENNSYLVANIA SHIPBUILDING COMPANY

Draught (summer moulded) (D 204 of Rules) 24'-6 1/2"

BEAUMONT, TEXAS, U.S.A.

Deck Factor "F" excluding d<sub>t</sub> ✓

Owners J. LAURITZEN.

" " "F" including d<sub>t</sub> ✓

Address HAMMERUSEGADE 1, COPENHAGEN, DENMARK.

Gross tonnage 5187.74

Managers J. LAURITZEN.

Net tonnage 3045.70

Address COPENHAGEN.

Official number ✓

Port of Registry ESBJERG.

Signal letters O.Y.G.U

Date of last survey in drydock 12<sup>TH</sup> JUNE 1959.

### 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? FREEDOARDS 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

Late attendance fees

Fees applied for

Received

Classification Certificate to be sent to (OWNERS)

Date of issue

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

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

012425 012632 0151

\* In the case of Trawlers see Trawler Rules

The Surveyors are to be below the CL

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## 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 1 p 815

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 POOP DECK  
ELECTRIC BY THE AMERICAN HOIST  
Steering chains (Size & test) NONE Windlass (Type & Maker) AND DERRICK 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

ANCHORS 3B.

Number 38320

Letter 27

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 <sup>th</sup> DEC. 1943.
PA 4669	" (2)	8250 LBS.		124240 LBS.	7336 "	- do -	CHESTER, PA. 31 <sup>st</sup> DEC. 1943.
PA 10658	" (3)	7150 LBS.		113045 LBS.	7336 "	- do -	CHESTER, PA. 16 <sup>th</sup> MAY 1944.
	Coll. wt.	23660 LBS.			22008 LBS.		
PA 10662	Stream	3150 LBS.	STOCKLESS	60970 LBS.		- do -	CHESTER PA. 16 <sup>th</sup> MAY 1944.

## CHAIN CABLES

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

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"	5"	120' 5"	5"	Bower (1)					
Mooring	22 120	3/4"	40 100	3"	" (2)					
Ropes	42 100	8"	42 100	7"	" (3)					

NO TEST SHEETS AVAILABLE

## PARTICULARS FOR REGISTER BOOK (feet &amp; 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 - 3<sup>rd</sup> STEEL DECK FORD 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

S.E.S.D. fitted? YES.

Is Radar fitted? YES.

Is Position Fixing Device fitted? NO

D.F. fitted? YES.

Is Gyro Compass fitted? YES.

Is Submarine Signalling apparatus fitted? NO.

Total = ONE

Total = 6

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## 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 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 NONEDeep 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 81.86Side tanks NONE, AFT " 43.20 Wing tanks O.F. 2214.23 & 2216.35 Other tanks F.W. TANKS FDS 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 (F.O. oil fuel above 150°F)

Steering gear and windlass satisfactorily tested 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.F. and W.F. 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



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