

Rpt. 8

Date of writing Report July 13, 1959 Port Baltimore, Md. No. 11679  
When handed in at Local Office July 13, 1959 Received London  
Survey held at Baltimore, Md. No. of Visits 17 First Date June 10 19 Last Date June 24, 19 59

# 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. 63506 on the Iron or Steel M.S. "HEDDA DAN"  
Built at Beaumont, Texas By whom Pennsylvania Shipyards, Inc. Tons Gross 5188  
Owners J. Lauritzen, Inc. When 1944  
Managers J. Lauritzen, Inc. Owner's address Hammereusgade 1, Copenhagen, Denmark  
Surveys Afloat or in Drydock Both Port of Registry Esbjerg  
Name of Dock Beth Key Highway Date of last examn. in Drydock June 19, 1959  
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
CLASSIFICATION CONTEMPLATED	

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. yes Assigned by Danish Authority Freeboard as marked on record now verified 1143 m/m  
not required Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR CLASSIFICATION AND DAMAGE REPAIRS: Stated to have been caused by:-

- Contact with pier at Valparaiso on the 12th July, 1956.
- Contact with spout at Baltimore on the 22nd August, 1956
- Heavy ice in the Chesapeake Bay on the 9th January, 1959 whilst on voyage from New York to Baltimore.

For further particulars of the above damages see vessel's log books.

Vessel examined and repaired in drydock and afloat.

### DAMAGE (1) REPAIRS:-

- Port D3 and 4 shell plates (numbered from for'd) faired in place.
- Port G5 shell plate (from for'd) cropped and partly renewed.
- Shell repairs satisfactorily hose tested on completion.

### DAMAGE (2) REPAIRS:-

- Welding of deck stringer to sheerstrake veed out and rewelded in way of damage.
- Fuel oil pipe rejointed and handrails and staunchions in way faired.
- Repairs satisfactorily hose tested on completion.

### DAMAGE (3) REPAIRS:- (Shell plates numbered from for'd).

- Port E5, F5, F6 and G11 shell plates renewed.
- Starboard F10 shell plate renewed.
- Port F4, F10, F11, G10 and starboard F9 shell plates cropped and partly renewed.

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 Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? yes Is Classification Certificate required? If so, to be sent to Owners  
If so, is the Report sent now, or when will it be sent? now 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 vessel is in good condition and eligible, in our opinion, to be classed 100A1 with a record of drydocking 6.59 and the notation S.S. BAL. 6.59.

*Arthur ...*  
for ref and J.G. Buchanan  
Surveyor to Lloyd's Register of Shipping

Date of Committee NEW YORK JUL 15 1959  
Minute See F.E. Rpt. Bal. 11679

Noted for Header



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SURVEY

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	Yes	yes
Rudder lifted	no (see rpt.)		A.P. "	yes	yes
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel) and Cofferdams	all examined	yes
Hatchways, Covers, closing and securing appliances	Yes		No. 1 DB - Fresh water	Remainder oil	
Ventilator coamings, skylights, companionways and closing appliances	Yes		Fresh Water Tanks	yes	yes
Holds	Yes		Deep Tanks	yes	yes
Tween Decks	Yes		Oil Fuel Bunkers and Settling Tanks	yes	yes
Fore Peak Spaces	Yes		Side Tanks	yes	yes
After " "	Yes		Wing Tanks	none	-
Engine Space	Yes		Other Tanks	none	-
Boiler "	Yes		Cargo Tanks (Tankers)	-	-
Under Engines and Boilers	Yes		Cofferdams	-	-
Tunnel and Well	Yes		Pump Rooms	-	-
Coal Bunkers	None				
Chain Locker	Yes				
Other Spaces	NONE				

Have Tanks now Examined been Cleaned as Necessary? Yes  
 Have Struts in Cargo Tanks (of Tankers) been removed? -  
 Have Tanks been Retested as necessary after completion of any Repairs? Yes

Have the spaces now surveyed been cleared and cleaned as necessary? Yes  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes  
 Have the bilges been cleaned out and examined? yes Has cement in bottom been examined? none  
 Has steelwork had rust removed and afterwards been recoated as necessary? Yes  
 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 Danish cert. extended by Danish Authority until 28th February, 1959  
 Have the shell and deck plating been drilled as per Rule? see report If so, Report 8(Dr) to be attached. -  
 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	Good	Sluice Valves examined and found	Good
" " in way of side scuttles	Good	Cement or Asbestos	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained from dk. & aloft (State if wedges removed)	yes - good
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	yes - good
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	none	Equipment Letter	a /
Reverse Frames in DB's	Good	Overboard Discharges and Scuppers	Good	Anchor, No. of 3B	Condition Good
Longitudinals	-	Freeing ports	Good	Cables (State if now ranged and examined)	yes
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Good	" length 270 fms. mean diam. 2" (on board)	
Floors	Good	Windlass examined and found	Good	" Rule Length 270 fms. Size 2"	
Keelsons	Good	Pumps " " "	Good	Hawsers and Warps	Sufficient
Stringers	Good	W.T. Doors " " "	Good	State if any Anchor Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	yes
Inner Bottom Plating	Good				yes
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.) DAMAGE (3) REPAIRS - Continued.  
 Port E6, E11 and remaining portion of PF 10 shell plates faired in place.  
 Six shell frames in way of the SF 10 shell plates cropped and portions removed, faired and refitted.  
 Two shell frames in way of SF10 shell plate cropped and partly renewed.  
 Portion of bulkhead plating in way of the PF5 shell plate renewed.  
 Portion of 'tween deck plating in way of the PF6 shell plate renewed.  
 Internal structure in way of the above shell plates faired in place as necessary.  
 Damage repairs satisfactorily hose tested on completion.  
WEAR AND TEAR REPAIRS: (Shell plates numbered from for'd).  
 A number of the shell plates drilled as considered necessary in way of the Nos. 1, 3 and 5 cargo holds.

Survey Fee \$120.00 Second Surveyor's Fee (if any) \_\_\_\_\_  
 Special Damage or Repair Fee (if any) \$375.00 Date when A/c. Rendered \_\_\_\_\_  
 Late fees \$51.00  
 Travelling Expenses (if chargeable) 18.00  
 Telephone \$25.00

Rpt. 9a.

Port of Baltimore, Maryland

Continuation of Report No. 11679

dated July 13, 1959

on the

M.V. "HEDDA DAN"

WEAR AND TEAR REPAIRS - Continued

Shell plates PB6, PC2, PC5, PE7, PF7, PG7 faired in place.  
 Shell plate SE4 faired in place.  
 Rudder bushes checked for wear and found satisfactory.  
 Upper portion of rudder stream line plating renewed.  
 Steering gear overhauled and tested out on completion.  
 No. 5 hatch coaming, port side, faired in place  
 Hatch beam rest bars faired in place as necessary on all hatches.  
 Storm valves opened out for examination and placed in good order.  
 Strainers in bilge suction lines placed in good order.  
 New centre line division fitted in chain locker.  
 Port and starboard anchor shackle and crown pins renewed.  
 Windlass overhauled, placed in good order and satisfactorily tested out.  
 Rigging placed in good order.  
 New length of fire service line, port side No. 5 hatch, fitted.  
 Ventilator coamings overhauled - a few new dampers fitted.  
 No. 6 DB air pipe, starboard side, partly renewed.  
 A large portion of the wood ceiling in cargo holds renewed.  
 Minor deck repairs effected.

STIFFENING OF BOTTOM PLATING:

The present stiffening of the bottom shell plating consists of two lines port and two lines starboard of 6" x 50" flat bars not connected to the floors (sniped).  
 In accordance with London letters dated 29th May, 1958 and 8th July, 1958 the bottom shell plating has been examined this time and is considered to be satisfactory. In order, however, that the bottom plating be kept under observation, it is submitted an appropriate notation be made in the SRL APPENDIX.

*Detlevs-Andersen  
for and by J.G. Pencham*