

ived by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

P'S NAME

HEDDA DAN

REPORT

Bal.

No. 11679

This ship was built by the Pennsylvania Shipyard Inc. in 1944 to A.B. class, later transferred to N.V. class, and present Owners desire classification with this Society.

Plans for the purpose were approved in New York Office, the vessel seen in drydock, Screwshaft Survey held, and the full requirements of LMC carried out.

The torsional vibration characteristics of the main machinery were approved in the Secretary's letter dated 23.3.59 for engines' speed of 220 RPM. and a corresponding propeller speed of 90 RPM.

The torsional vibration characteristics of the two auxiliary sets have not been submitted for approval. It is concluded, but should be confirmed, that the running of these sets has been satisfactory since installation in the vessel.

The vessel appears worthy to be classed :

LMC 6.59 2 DB 65 lbs  
d.v.

NOTED FOR  
POSTING  
22/9/59



with notations:- 2 Oil Engines 2 S.C.S.A. each 6 cylinders 21½" x 29"  
with magnetic couplings to SR gearing to screwshaft.

ES 6.59, SPS 6.59, DBS 6.59 TS (CL) 9.58 MN = 830 B.H.P. = 4150

subject to the tubes of the Oil Fired Boiler being renewed before the end 9.59 and to the safety valves of the oil fired and exhaust gas boilers being adjusted under steam.

The Surveyors should be informed that it is noticed both boilers are designed for 200 lbs pressure and be requested to state whether the steam pipes are suitable for this pressure.

Owners to be informed that to complete the survey the Evaporator should be examined, its safety valves adjusted, and all lubricating oil coolers examined.

X. yk, see Bal letter  
30/9/59. *[Signature]*  
2/10/59.

+ No. If more than 100 lbs.  
required, the steam pipes to be  
gauged for suitability.

*[Signature]*  
18.8.59.

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Lloyd's Register  
Foundation

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