

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24/12 1949 When handed in at Local Office 24/12 1949 Port of Bergen  
No. in Survey held at Bergen Date, First Survey 14/12-48 Last Survey 15/2 1949  
Reg. Book. 29309 on the Wood, ~~Iron or Steel~~ S.S. Motorship "UDDU". (No. of Visits 6)

TONNAGE: — Built at Peterhead By whom George Forbes & Co (Peterhead) Ltd. When 1943 - MONTH. ✓  
GROSS 313 Owners Skips As Tempe Owners' Address ✓  
UNDER DK 249 Managers Aage Klemetsen. (If not already recorded in Appendix to Register Book).  
NET 109 Port belonging to Trondheim.

Surveyed Afloat or in Dry Dock? Both Name of Dock Bergen's Mek. Verksteder. Destined Voyage Said up.  
Cell/Dor/DBa feet; uE & B. feet; f. feet }  
total capacity tons. FPT tons; APT tons; MT tons. }  
Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 6263 Port Oslo

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. S. 31/1, 2/2-49.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. ✓  
Society's Freeboard (if assigned) as painted on Ship and now verified ✓

Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage due to stress of weather.  
It is alleged this vessel sustained damage due to stress of weather on voyage from East Norway to Trondheim via Kristiansund with a cargo of cement. Vessel was towed to Bergen from Maaløy and placed in floating dock. Shell planking, stemframe and rudder examined. Further deck, hatchways and all longitudinal members including engine bearers, after main engine removed, carefully examined and special attention was paid to the scarphs. Deck carling port and starboard side alongside No. 1 hatchway and all but two filling pieces between the deck beams have at some previous occasion been cut away without any compensation being arranged.  
It has been recommended to carry out the following repairs:—

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								P.T.O.
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		✓		✓		✓
Caulking of Decks	To partly recaulk	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	✓ Year ✓
Coamings	Good.	Cement or Asphalt	✓	Oil Bunkers	✓	Boats	✓
Beams & Fastenings	✓	Rudder	Remains to lift	Scuppers	✓	Masts, Yards, &c.	✓
Outside Plating	✓	Steering gear and its connections	✓	Cargo Hatchways	Good	Condition, how ascertained	✓
" " in way of sidelights	✓	Windlass	✓	Hatches	-11-	(State if wedges removed)	✓
Frames	✓	Have pumps been examined and found efficient?	✓	Planking	Good.	Equipment letter	✓
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	To partly recaulk.	Anchors, No. of	✓
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Cabies (State if now ranged)	✓
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson	✓	" length (on board.) mean diamr.	✓
Floors	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	" Rule length size	✓
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Chain Locker	✓
Stringers	✓			" " at other places	✓	Hawsers & Warps	✓
Inner Bottom Plating	✓			Stringers, Clamps & Shelves	Good	Standing and Running Rigging	✓
Have the Tanks been examined internally?	✓			Salting	✓	Sails	✓
Have the Tanks been tested?	✓						

General Observations, Opinion as to Class, Recommendation, &c.:—  
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	kr. 100.-	:	:	13/10 1949
Travelling Expenses (if chargeable)	kr. 20.-	:	:	Received by me,
Second Surveyor's Fee (if any) L. J. Selsvik	kr. 40.-	:	:	19

Committee's Minute FEB 17 1950  
Character Assigned  
Surveyor to Lloyd's Register of Shipping. B. P. Witom & S. A. Ride.  
Lloyd's Register Foundation  
W1026-0162

Has a Survey also been held on the machinery of the Ship? If so, is the Report sent now, or when will it be sent?  
 10m. 1. 17.—Transfer In. (MADE AND PRINTED IN ENGLAND.) (The Surveyor is requested not to write on or below the space for Committee's Minutes.)  
 Is Certificate required? If so, to be sent to

