

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, from or steel motorship "UDDU". (No. of Visits 6)

TONNAGE: — Built at Peterhead By whom George Forbes & Co (Peterhead) Ltd. When 1943 —
GROSS 313 Owners Skips als Tempe Owners' Address
UNDER DK 249 Managers Aage Klemetsen Port belonging to Trondheim
NET 109

Surveyed Afloat or in Dry Dock? Both Name of Dock Bergen's Mek. Verhstader. Destined Voyage Said up

Cell DBor DBa feet; uE & B. feet; f. feet
total capacity tons. FPT tons; APT tons; MT tons. feet 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 Osl

(Periodical Surveys, when held, must be reported in detail and serially 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 all 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, sternframe 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 scarps.

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:—	P.T.O.
Renewed ...									
Removed and Fair'd or Repaired									
Fair'd or Repaired in place									

PRESENT CONDITION OF THE

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

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."

Is Certificate required? If so, to be sent to

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

Committee's Minute. FEB 17 1950

Character Assigned

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1026-0162

all bruts and some seams to recaulk.

Deck to partly recaulk abreast deckhouse and No. 1 hatchway.

Repairs affecting classification:

Repairs affecting classification:
Deck carling port and starboard side alongside No. 1 hatchway and all but

two filling pieces between deck beams to renew.

Carling to properly scarp to remainder of carling abaft No. 1 hatchway.

Tie rods to fit between shipside and No. 1 hatchway coaming on alternate beams.

Rudder to lift and fit new heel button.

I was joined in the above survey by a wood expert Mr. L. J. Selvik

It has been stated by the Underwriters that this vessel has been taken over by

Den Norske Creditbank, Oslo and that vessel will not be repaired.

No interim certificate issued as the survey has not been completed.

S. A. E.

A. B. — If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patent.

If Stockless, state Mechanical Test.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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