

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

28 DEC 1949

Date of writing Report 24th December 1949

When handed in at Local Office 24th December 1949

Port of Bergen

No. in Survey held at Bergen

Date. First Survey 14/12-48

Last Survey 1/2

1949

29309 on the Machinery of the Wood, Iron or Steel &amp;c. Motorship "UDDU"

(No. of Visits) 6

Tonnage Gross 313

Net 109

Nominal

Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure

in Main Boilers

in Donkey Boilers

Vessel built at Peterhead

Engines made at Beloit, Wis.

Boilers, when made (Main)

Owners Skips &amp; S. Tenpe

Manager Aage Klemetsen

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Both

At Bergens Mek. Verksted

By whom George Forbes &amp; Co. (Peterhead) Ltd.

By whom Fairbanks, Morse &amp; Co.

(Donkey)

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port Trondheim

Voyage Laid up

Year. Month.

When 1943 -

When 1943

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now or later.	Machinery and Boiler Surveys (including date of N.B., if any).
8 A 1 Wood		Classification
from 4,48		contemplated
10,48		O.G. 10,47.
Classed 4,48		

Last Report No. Port

Particulars of Examination and Repairs (if any) Machinery damage etc.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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 why they were declined

Was a damage report made by anyone else? If so, by whom? Underwriters' Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes

Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No

If so, state reasons

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes

State date of examination of Screw Shaft 1/2

State the wear down in the stern bush 3/16"

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Not complete. Please see below.

It is alleged this vessel's machinery sustained damage on voyage East Norway to Trondheim with a cargo of cement and that vessel put in at Maaloy.

Vessel was subsequently towed to Bergen and placed in floating dock.

Propeller and stembrush examined. Screwshaft drawn and examined.

The main engine removed into hold and crankshaft taken ashore to the shop.

Following damage found:-

Aftmost web of crankshaft fractured. All coupling bolts but one for coupling between screwshaft and intermediate shaft broken and shafting found out of line.

Further screwshaft found badly corroded at after end of forward taper.

It has been recommended that the following repairs be carried out:-

Due to damage:- Main engine to completely open up, crankshaft and above coupling bolts to renew and shafting to realign.

Due to wear and tear:- Screwshaft to renew and stembrush to remetal.

General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, S&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

Survey Fee (per Section 29) £

Fees applied for

Special Damage or Repair Fee (if any) Kr. 40.-

13/10. 1949

Travelling expenses (if chargeable) Kr. 10.-

Kr. 50.-

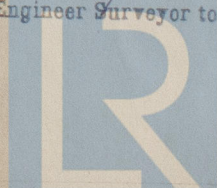
Committee's Minute

FRI. 17 FEB 1950

Assigned

B. J. Witomski S. A. Ride

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

WID 26-0163



It has been stated by the Underwriters that this vessel has been taken over by  
Den Norske Creditbank, Oslo and that this vessel's machinery will not be repaired.  
No interim certificate issued as the survey has not been completed.  
S.A.B.



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