

14 OCT 1948
Rpt. 2.

IN D.O.

WOOD SHIP.

11 OCT 1948

No. 6166 Survey held at Trondheim Date, First Survey 9-7-1947 Last Survey 19-4-1948on the steam motor vessel "UDDU", Ex. M.M.S. 1013. Master ✓TONNAGE under Tonnage Deck 249.48

Ditto of Spar Deck, or Awaiting Deck

Ditto of Poop, or Raised Or. Dk.

Ditto of Houses on deck

Ditto of Forecastle

Gross Tonnage 312.55

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Register Tonnage, as a Steamer 109.20
cut on the Beam N.E.T.Built at PeterheadWhen built 1943Launched ✓By whom built Geo. Forbes & Co

(Peterhead) Ltd.

Owners Ships A/S TempePort belonging to TrondheimDestined Voyage short tradesIf Surveyed while Building, Afloat, or in Dry Dock afloat & fl. dock.

Length as per Section 39	Feet. 125	Inches. 10	Extreme Breadth Outside	Feet. 28	Inches. 0	Depth of Hold	Feet. 13	Inches. 2	No. of Decks with Flat laid	<u>one</u>
Length of Keel	116	0	Round of Beam	62		Depth from limber-strakes to under side of lower deck beam	15	0	No. of Tiers of Beams	<u>one</u>
						Depth, Moulded	15	0		

CANTLINGS OF TIMBER.

	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.		
	SIDED.	MOULDED.		SIDED.	MOULDED.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
BEAM AND SPACE	22					
DOUBLES	6	11	9			
Foothooks	6	9	9			
Ditto	6	9	9			
Timbers	6	6	4 1/2			
No. - Average Space	33	9-7	8-7			
Beams, length amidships						
No. - Average Space						
Beams, length amidships	11	14				
Shs of Ditto	Not seen.					
ons	11	14				
Shs of Ditto	Not seen.					

OUTSIDE PLANK.

THICKNESS.	
In Ship.	Per Rule, or as Approved.
Ins.	Ins.
Garboard Strakes	3
Garboard to Bilge	3
Bilge Planks	4 1/2
Bilge to Wales	3
Wales	3
Topsides	-
Sheer Strakes	4 1/2
Plank Sheers	-
Water Upper Deck	3
Ways Lower Deck	-
Ditto, faying surface against Timbers	3
Upper deck	3

Dimensions of Ship per Register.

Length 133.2 breadth 26.5 depth 13.5

INSIDE PLANK.

THICKNESS.	
In Ship.	Per Rule or as Approved.
Ins.	Ins.
Limber Strakes	7 1/2 x 6 M.
Bilge Planks	3 1/2
Ceiling in Flat	3
Ditto Bilge to Clamp	-
Hold Beam Clamps	-
Deck Beam Ditto	8 x 3 1/2
Ceiling twist Decks	-
Hold Beam Shells	-
Deck Beam Ditto	10 x 7

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treennails.

	Copper or YM in Ship.			Iron in Ship.			Size required per Rule.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Knee, and Deadwood abaft			1						
Shs of Keel, No.	Not seen.								
on Bolts through Keel at Floor			1						
through Heels of Timbers	Not seen.								
inst Deadwood			3/4						
Boots									
Transoms and throats of Hooks									
Arms of Hooks									
Thro' Bilge and Limber Strakes									
Thickstuff over Double Floors									
Butt End Bolts									
Short Bolts in Ceiling									
Pintles of the Rudder									
Hold Beam Waterway									
Boots in Shelf or Clamp									
Deck Beam Waterway									
Boots in Knees									
Shelf or Clamp									
Nails or Bolts in Flat of Deck									
Treennails									

BERING.—The Space between the Floor Timbers and Lower Foothooks is close joined inches. The Space between the Top Timbers is close joined inches.Floors consist of Oak 12 The First Foothooks of oak 12Second Foothooks of Oak 12 The Third Foothooks and Top Timbers of oak 12Main Keelson is D. Fir (orig. pine) and 915 free from all defects. The Shifts of the First and Second Foothooks are not less than 36"Under Keelson is " N.B.—When less than prescribed by the Rules, state how many.Transoms, Knightheads, Hawse Timbers, & Aprons of oak 12 ditto. The rest of the Shifts of the Frames are 36"Wood of oak 12 ditto. The Frame is well squared from First Foothook Heads upwards,tem, and Stern Post of oak 12 ditto. and is free from sap, and from thence downwards, the frame is well squared.Deck and Hold Beams of oak 12 The whole of the Frames are well bolted together to the Gunwale.Foothooks of oak 12 Knees of steel N.B.—If not, state how bolted.Main piece of Rudder of steel Windlass of " The Butts of the Timbers are all close together; their thickness notKeel of oak 12 less than full moulded of the entire moulding at that place.The Frames are double checked with Butt at each end of the check.PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Larch & Douglas fir 12

the above named height to the Wales

Wales and Black-strakes Larch & D. Fir 10 The Topsides and Sheer-strakes oak 12Picketting and Plank sheers ✓ The Water-ways { Upper Deck Douglas Fir 12Decks Douglas Fir 10 State of Good { Lower DeckShifts of the Planking are not less than 5 Feet 0 Inches. N.B. If less than prescribed by the Rule, state whether general or partial,if partial, in what part of the Ship. The Planking is wrought at least three between, and without step-butting.PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are oak 12Ceiling, Lower Hold, and between Decks Douglas & Norwegian Fir 10 Shelf Pieces and Clamps oak 12

FASTENINGS.—To Hold Beams

Hold Beams are let in and through bolted to shelf and clamp. 15 hanging knees of steel are fitted each side. Deep hanging knees 2 each side in way of No. 1 hatch ends. Lodging knees 4 1/2" thick fitted at every beam in way of deck openings.

Number of Breasthooks Deep floors only Pointers ✓ Crutches Deep floorsButt End Bolts are of GALD. IRON in the Bottom Bolts in each Butt End are bolted through and clenched.Bilge and Limber Strakes D.O. bolted through and clenched. Treennails of not fixed How made ✓Thickstuff over Double Floors ✓ bolted through and clenched. General quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature ✓Surveyor's Signature ✓

Surveyor to Lloyd's Register of Shipping.

EQUIPMENT TONNAGE letter "e"✓										ANCHORS.							
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
43062	1st Bower	13	17	2	✓	—	—	18	4	2	—	✓	—	—	Stockless.	—	Lunderland, 1-2-
54357	2nd „	14	1	3	✓	—	—	24	4	6	—	✓	—	—	—	—	Cradly Heath.
	3rd „																
	Collective weight																
2026A	Stream	5	0	0	✓	—	—	7	6	4	2	✓	—	—	Stock anchor	—	Carliff 1/4-194
	Kedge																
	2nd Kedge.....																

CHAIN CABLES.										HAWSERS AND WARPS.					
Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms.	Size per
				Supplied.	Per Rule.										
2205	150	1"	18	—	—	—	Shud link.	N. Kingley & Sons Ltd.	Netherthorpe 7-2-1943.	TOWLINE	90	5"	5" hump.		
										HAWSER	* 75	2 1/2"	2 1/2" wire.		
										WARP					
	* 75	2 1/2"													

Masts, Yards, &c., are in Good (new) condition, and sufficient in size and length.

Standing and Running Rigging 16 sufficient in size and Good in quality.

Sails. ✓ Suit of ✓ Sails, and the following spare sails ✓

Boats 2 new wood according to Harb. Board of Trade.

Windlass, present state is Good (electric) Capstan ✓ Rudder Good. Pumps Good.

Scuppers, &c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
Freeing ports p. & stb. and space between bottom of bulwark and deck.

Cargo Hatchways.—How formed? Plates and Angles. State size 24'-4" x 11'-6" & 12'-9" x 11'-6"

If of extraordinary size, state how framed and secured? Ordinary.

What arrangement for shifting beams? Steel ± : 4 & 2.

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size ✓

Order for Special Survey, No. ✓ Date ✓ DATES of Surveys held while building, as per Section 35. ✓

Order for Ordinary Survey, No. ✓ Date ✓ 1st. When the Frame is completed ✓

No. ✓ in Builder's Yard. 2nd. When the Beams are put in, &c. ✓

3rd. When completed and before the plank be painted or payed ✓

General Remarks. This vessel is a wood motor ship built in 1943 under the Supervision of Surveyors to this Society for the Admiralty as a minesweeper M.M.S. 1013. ✓

The vessel has now been converted for cargo carrying purposes and the conversion has been effected in accordance with approved plans and Secretary's letters and in conformity with the Society's Rules. The accommodation originally fitted forward and aft of engine room has now been removed and two cargo hatches with masts & derricks have been fitted on deck. ✓

A Half Time Survey has now been carried out and the scantlings of materials have been checked with all parts in position, the dimensions of bolts and the description of materials ascertained as far as practicable. ✓

The equipment found in good condition. ✓

Windlass and Steering gear together with auxiliary means of steering examined and tested under working conditions. ✓

The survey was partly held by Mr. N. A. Nilsen, Trondheim. ✓

It is recommended that this vessel be classed A-wood (period of years to be decided the Committee) in the Society's Register Book, with fresh record of H.T. 4.48. (Half Time Survey). ✓

Present condition of Caulking of Bottom Good. Deck, Good. and Waterways ✓

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled ✓ When last done ✓

I am of opinion this Vessel should be Classed ✓

The Amount of the Entry Fee CHARGED ON RPT. 8. Fees applied for, 18/5 1948

Special £ : : OSLO OFFICE

Certificate £ : : Received by

Travelling Expenses, if any, £ 23/9 1948.

Committee's Minute

FRI, 26 NOV 1948

Character assigned

8A1 from 4.48 subject 4.48 Trondheim

Noted

Classed 4.48

Oil Eng (Class contemplated)

B. S. Witomsky. Trondheim
Surveyor to Lloyd's Register of Shipping

N. A. Nilsen

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