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Wire
Size per
ne.

owed by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "UDDU"

REPORT

Bgn. 3237
Osl. No. 6166
Ham. 569

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.—Extract from Sub-Committee's Report, 24/5/92.)

ure of Survey ~~RELATING TO ENGINES AND PUMPS DUE TO DAMAGE THROUGH~~

This Wood vessel was built under the Society's Supervision in 1943 as a "M.M.S.", but not classed. The vessel has now been converted to a cargo vessel and Classification desired.

Plans and First Entry Reports have been examined and the details are such as could be accepted except that an additional power driven bilge pump is required to be fitted.

The vessel has been examined in dry dock and the requirements of LMC and Screw Shaft Surveys carried out. The spare gear is not yet up to Rule requirements.

Owing to inability to obtain electric cables from the 54 KW generator of a size complying with Rule requirements, temporary arrangements have been approved which automatically reduce the power output from this generator. The necessary alterations will be carried out at the Owners convenience, and in the meantime there is adequate power available on board for essential purposes.

IT IS SUBMITTED that this vessel's machinery is eligible for the notation "Class Contemplated", O.G. 10.47, and that the assignment of an LMC Record be deferred pending the fitting of an additional power driven bilge pump.

IT IS FURTHER SUBMITTED the Oslo Surveyors be asked for their comments on the following:-

- 1) To confirm whether the general service pump ^{has} is a 2½" diameter independent bilge suction in the engine room as per approved plan, but not reported.
- 2) It is concluded the longitudinal seam of the main air receivers is electrically welded. (The Surveyors) should endeavour to obtain and forward to this office scantlings of the auxiliary air receiver and (should) state whether there are any marks on the main and auxiliary air receivers showing whether they have been constructed under the survey of a Classification Society.



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