

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

(Received at London Office 12 JUN 1948)

Date of writing Report 10/6.1948 When handed in at Local Office 19 Port of BERGEN

No. in Survey held at KOPERVIK Date. First Survey 9 Last Survey 6/6.1948
Reg. Book. 316969 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel MOTOR VESSEL "VDDU"

Tonnage { Gross 313 Vessel built at PETERHEAD By whom GEORGE FORBES & CO LD When 1943
 Net 109 Engines made at MANCHESTER Belfast, Lond By whom CROSTLEY BROS LD When 1943
 Nominal Horse Power } Boilers, when made (Main) (Donkey) Fairbanks, Morse & Co
 No. of Main Boilers } Owners SKIBS A/S TEMPE Owners' Address TRONDHEIM
 No. of Donkey Boilers } Managers Aage Rasmussen (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers } Port TRONDHEIM Voyage CUXHAFEN
 in Donkey Boilers } If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) DAMAGE

(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 not required

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

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 _____ Present condition of funnel(s) ✓

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? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

Has shaft now been changed? ✓ If so, state reasons _____ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft _____ State the wear down in the stern bush _____ Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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. Engine parts, when referred to by numbers, should be counted from forward.

Damage stated to have been sustained on the 31st May, 1948 to Main Engine No. 2 cylinder covers whilst arriving Tromsø.
Cracked cylinder covers has been removed to the workshop, cylinders cut out, piston secured in place and the vessel prosecuted her voyage to Kopervik.
Machinery generally examined and manoeuvring of the Main Engine tried under working condition, and found satisfactory.
There is no spare cylinder covers on board.
Recommended permanent repairs be carried out on arrival Cuxhafen and it was stated that cyl. covers will be sent by plane to Cuxhafen
The vessel was carrying cargo of fresh fish.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is eligible in my

(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, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

opinion to remain as classed, subject to permanent repairs to main engine No. 2 cyl. covers on arrival Cuxhafen, and to spare gear being brought up to Rule requirements at earliest opportunity and to all other conditions at present attached to the vessel's class being dealt with as previously recommended.

Survey Fee (per Section 29) £ 40 Fees applied for 10/6 1948
 Special Damage or Repair Fee (if any) KR. 40 KR. 80.-
 (per Section 29.)
 Travelling expenses (if chargeable) KR. 40 Received by me, 19

Committee's Minute FRI, 26 NOV 1948

Assigned _____

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
CLASSIFICATION CONTEMPLATED		

Insert Character of Ship and Machinery precisely as in the Register Book. If so, to be sent to

