

9 JUL 1948

No. 6/66.

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 29-5-1948 When handed in at Local Office 6-7-1948 Port of Oslo  
 No. in Survey held at Trondheim Date, First Survey 9-7-47 Last Survey 19-4-1948  
 Reg. Book 78327  
 16969 on the Wood, Iron or Steel Screw M.V. "UDDU" ex M.M.S. 1013 (No. of Visits 14)

TONNAGE: Built at Peterhead By whom Geo. Forbes & Co (Peterhead) Ltd When 1943 MONTH -  
 GROSS 312.55 Owners Skips A/S Tempe Owners' Address Trondheim  
 UNDER DK 249.48 Managers - - - Port belonging to Trondheim  
 NET 109.20

Surveyed Afloat or in Dry Dock? Both Name of Dock Trondhjems Mek Verksted Destined Voyage Short trades  
 Cell D Bord Ba feet; uE & B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT 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. Port

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 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 any letters respecting this case. 22/9/47 16/4/48.

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

CHARACTER.	Machinery and Boiler Surveys (Including date of N.B., if any).
* for Special Survey Date of last Survey and of Periodical Surveys.	
Built under supervision in 1943.	
Class now contemplated.	
Society's Freeboard (if assigned) as painted on Ship and now verified	ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification. Half Time Survey.  
 This vessel has been purchased from the British Admiralty by Skips A/S Tempe, Trondheim, and converted to a cargo vessel at Trondheim.

Referring to correspondence respecting the conversion now completed, all alterations have been effected in accordance with the approved plans and Secretary's letters, with approved materials and to our satisfaction.

Vessel placed in floating dock and bottom and side planking, keel and false keel, cleaned and examined together with stem, stern frame, rudder and fastenings in position.

All accommodation forward and aft of engine room removed and all spaces cleared and cleared for internal examination.

Examined: holds, machinery space, under engines, peak spaces, chain locker and

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Good	Good	Good	When fitted, Month Year
Caulking of Decks	Dr.	Dr.	Good	Boats
Coatings	Dr.	Dr.	Good	Masts, Yards, &c.
Beams & Fastenings	Dr.	Good	Good	Condition, how ascertained (State if wedges removed.)
Outside Plating	Good	Dr.	Dr.	Equipment letter
" " in way of sidelights	Good	Dr.	Dr.	Anchors, No. of
Frames	Good	Dr.	Dr.	Cables (State if now ranged)
Reverse Frames	Good	Dr.	Dr.	" length 150" mean diam. 1"
Longitudinals	Good	Dr.	Dr.	" (on board) Rule length 165" size 15/16"
Transverses	Good	Dr.	Dr.	Chain Locker
Floors	Good	Dr.	Dr.	Hawsers & Warps
Keelsons	Good	Dr.	Dr.	Standing and Running Rigging
Stringers	Good	Dr.	Dr.	Sails
Inner Bottom Plating	Good	Dr.	Dr.	
Have the Tanks been examined internally?	Good	Dr.	Dr.	
Have the Tanks been tested?	Good	Dr.	Dr.	

## General Observations, Opinion as to Class, Recommendation, &amp;c.:

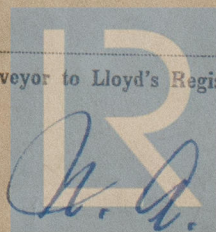
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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."

It is recommended that this vessel be classed - A word (period of years to be decided by the Committee) in the Society's Register Book, with fresh record of H.T. 4.48. (Half Time Survey) subject to 15 fathoms chain cable being supplied at Owners convenience.

Survey Fee (per Section 29) Kr. 600.00  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 300.00  
 Travelling Expenses (if chargeable) £ 260.00  
 Second Surveyor's Fee (if any) N.A. Nilsson £ 150.00  
 Committee's Minutes

Fees applied for, 15/5 1948.  
 Received by me, 1948.

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register



hull in way of forecstle accomodation. All aircourses cleared. Distribs cut in a number of ceiling planks port and stb. sides and planking and framing examined. Timbers, keelsons and floors examined before new ceiling was laid in holds. The flat in after hold fitted and caulked watertight.

Beams, knees, sicles, clamps, stem and stem frame with fastenings examined. Outside planking scraped and caulking tested. Galvanized iron bolts driven out and examined as per Rule requirements. No tree nails fitted. Decks, with new hatchways and crammings, shifting beams, covers, tarpaulins and means of securing same examined and found in accordance with approved plans. The caulking of decks tested and all decks now re-caulked.

Examined deckhoses, ventilators and means of closing same, air and sounding pipes, F.R. skylight with closing appliances, bulwarks and general equipment. Two wooden masts and new rigging fitted and examined. The windlass opened up and examined. One holding down bolt driven out and examined together with deck planking in way of same. The hydraulic steering gear and connections examined throughout. Auxiliary steering arrangement fitted and examined. The chain cables ranged and anchors and chain cables examined. No equipment supplied nor.

Chain cables marked:- 6.13.42. LPHN. 2205. 18.00.0 BBT. 27.00.0

on board:  
Certificate No. 2205 Lloyd's Towing House Netherston, 5th February 1943.

Sh. Boxer Acker: - Stockless, marked: LPHS. 43062. 18. 42. 13. 17. 20. BBT.

Certificate issued: No. 43062. Lloyd's Farning House, Lutterland, 1st February 1943

Int Borer Anchor: - Pithless, marked: LPHC. 54357. 24.40. 14.13.1 BBT

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

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 .....																

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

## CHAIN CABLES.

[illegible]

Stream Anchor marked:- LPHC. 2026A. 26.42.50.00.

A Survey for the assignment of the Society's feedland has been held and reported upon. It has been arranged for the verification of the feedland markings to be effected at Kopenik (Bergen district) at the end of this month.

The vessel has been measured by the Namegian Authorities (See previous page)

Registered Dimensions: 133.2' - 26.5' - 13.5'

The Survey has been partly held by Mr. N.A. Nilsson, Tromsø, accompanied by a land expert. The vessel was also surveyed by Mr. B. I. Wiktorin.

N.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.

THE SPANISH ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

This Certificate

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