

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

(Received at London Office)

Date of writing Report 29-5-48 When handed in at Local Office 6-7-48 Port of Oslo
 No. in Survey held at Trondheim Date First Survey 9-7-47 Last Survey 19-4-48
 Reg. Book 16969 on the Machinery of the Wood, Iron or Steel Single screw M.V. "UDDU", Ex. M.M.S. 1013. (No. of Visits 14)
 Tonnage { Gross 312.55 Vessel built at Peterhead By whom Geo. Farbes & Co. (Peterhead) When 1943
 Net 109.20 Engines made at Beloit, Wis. By whom Fairbanks, Morse & Co. When ---
 Nominal Horse Power 0 Boilers, when made (Main) (Donkey)
 No. of Main Boilers 0 Owners Skips A/S Tempe Owners' Address Trondheim
 No. of Donkey Boilers 0 Managers --- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ Port Trondheim Voyage short trades
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both Trondhjems Mek. Verksted Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. --- Port ---Particulars of Examination and Repairs (if any) L.M.C. Screw shaft.

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.

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? ✓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? yesHas it a continuous liner? yesIs an approved oil retaining appliance fitted at the after end? ✓Has shaft now been changed? no 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 22/10/1947State the down in thestern bush negligible Is electric light and/or power fitted? yesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

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

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

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 for the conversion of this craft to a cargo vessel, all alterations have been effected in accordance with the approved plans and Secretary's letters, with approved materials to our satisfaction.

The vessel placed in floating dock. The screw shaft drawn and examined together with propeller, stern tube and fastenings. All sea connections opened up and examined together with piping and valves for pumping arrangement.

All requirements for a complete periodical special survey of the machinery have been complied with. The main and auxiliary oil engines opened up throughout and examined cylinders, covers, pistons, valves and valve gear, connecting rods with their top and bottom ends, cranks, thrust and intermediate shaft and bearings.

All starting air receivers examined and tested by hydraulic pressure to twice the working

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.; for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 149 lb., FD, &c.)

It is recommended that this vessel's machinery be classed in the Society's Register Book with record of L.M.C. 4.48 and Screw shaft seen 10.47, subject to an additional power hidge pump being supplied at Owner's earliest opportunity. Spare gear to be brought up to Rule requirements.

Survey Fee (per Section 39) N.R. 480.00

Fees applied for

Special Damage or Repair Fee (if any) " 100.00185-1948Travelling expenses (if chargeable) " 260.00

Received by me.

And Surveyor N.A. Nilssen " 150.00✓ 1947Committee's Minute " 150.00

FRI. 26 NOV 1948

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Loren B. Lang
R. G. Palmer
 Lloyd's Register
 Foundation
 W1026-0182 1/2

M.V. "UDDU".

pressure. The working parts of main and auxiliary compressors examined. Oil fuel tanks, pumps and pumping arrangements examined. The electrical equipment examined and tested as required by the Rules and in accordance with approved plans and the Rpt. 13.

The manoeuvring of the engine tried under working conditions.

All above parts found or placed in good condition.

The spare gear onboard examined and found same in accordance with the Rule requirements for vessel's engaged on short voyages except fuel needle valves. No major alterations have taken place to the machinery of this vessel.

Summary of machinery in E.R.:-

Main oil engine, 5 cylinders, Fairbanks Morse Inc., with main engine driven bilge pump, O.F. transfer pumps, air compressor, lubricating oil- and cooling water pumps.

Auxiliary machinery:-

One auxiliary oil engine, stb. side, 24 Kw. R.A. Lister, 6 cylinders, driving electric generator, air compressor and general service pump.

One auxiliary oil engine, port side, 54 Kw. L. Gardner & Sons, 6 cylinders, driving electric generator.

Independent sea water and fresh water cooling water pumps for main oil engine.

Independent lubricating oil pump.

Air compressors: One driven by main engine and one driven by Lister auxiliary oil engine (the engine may be started by hand).

3 Starting air receivers for main engine and 1 for auxiliary engine.

It has been arranged with the Owner's representative for one additional bilge pump to be supplied at earliest opportunity. (See Secretary's letter E. 14-48). The Owner states that spare gear for machinery has been ordered and will be supplied earliest opportunity.

The vessel was also surveyed by Mr. B.L. Witowski.