

Received at London Office 1948
 Date of writing Report 25-9-48 When handed in at Local Office 27-9-48 Port of Oslo
 No. in Survey held at Trondheim Date, First Survey 9-7-47 Last Survey 9-4-1948
 No. of Book. 969 on the Twin Screw vessel "UDDU" Ex. M.M.S. 1013 Number of Visits 14
(7-48) Single Tons { Gross 313
Triple Net 109
Quadruple
 Built at Peterhead By whom built Geo. Forbes & Co (Peterhead) Ltd Yard No. ✓ When built 1943
 Engines made at Chicago, U.S.A. By whom made Fairbanks Morse Incorporated Engine No. 832382 When made 1943
 Monkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
 Brake Horse Power 500 Owners Skips A/S Tempe Port belonging to Trondheim
 Com. Horse Power as per Rule ✓ 127 = MN. Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which vessel is intended The British Isles, The Continent of Europe and Iceland.

ENGINES, &c.—Type of Engines *Heavy oil, pump scavenging diesel - 37 F12* 2 or 4 stroke cycle *2* Single or double acting *single*
 Maximum pressure in cylinders *860 lb/sq. in.* Diameter of cylinders *12"* Length of stroke *15"* No. of cylinders *5* No. of cranks *5*
 Indicated Pressure *75* Flywheel dia. *38"* Weight *2400 lb* Means of ignition *Solid* Kind of fuel used *diesel oil*
 Bearings, adjacent to the Crank, measured from inner edge to inner edge *15.78"* Is there a bearing between each crank *yes*
 Revolutions per minute *400* Crank pin dia. *203 mm = 8"* Crank Webs Mid. length breadth *282 mm* Thickness parallel to axis *shrunk*
 Crank Shaft, dia. of journals *as per Rule* *203 mm = 8"* Mid. length thickness *113 mm* Thickness around eyehole *shrunk*
 Wheel Shaft, diameter *as per Rule* *203 mm = 8"* Intermediate Shafts, diameter *as per Rule* *210 mm = 8 1/4"* Thrust Shaft, diameter at collars *as per Rule*
 Propeller Shaft, diameter *as per Rule* *215 mm = 8 1/2"* Is the { tube } shaft fitted with a continuous liner { *no* }
 Bronze Liners, thickness in way of bushes *as per Rule* *AT BEARINGS: 8 3/4"* Thickness between bushes *as per rule* Is the after end of the liner made watertight in the
 propeller boss *yes* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *yes*
 This liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive *yes*
 Two liners are fitted, is the shaft lapped or protected between the liners *yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube *yes*
 Propeller, dia. *44 1/2"* Pitch *3'-11"* No. of blades *4* Material *brass* whether Moveable *yes* Total Developed Surface *12* sq. feet
 Method of reversing Engines *direct reversible* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *yes* Means of lubrication
 Thickness of cylinder liners *at 1/2"* Are the cylinders fitted with safety valves *yes* Are the exhaust pipes and silencers water cooled or lagged with
 conducting material *water cooled* the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine *yes*
 Sinking Water Pumps, No. *ME 1-FW, EL M 1-FW* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *yes*
 Pumps worked from the Main Engines, No. *1* Diameter *3"* Stroke *3 1/4"* Can one be overhauled while the other is at work *yes*
 Pumps connected to the Main Bilge Line { No. and Size *1-1140 GALLS* 1-Centr. 2 stage 1000 rpm. How driven *M.E. 5th. aux. eng.* }
 Is the cooling water led to the bilges *no* If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements *yes*
 Last Pumps, No. and size *none* Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size *1-M.E. driven 7980 5"*
 Two independent means arranged for circulating water through the Oil Cooler *yes* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces *2 (4) - 2 1/2" x 1-2 1/2" from strongland space* In Pump Room *yes*
 Holds, &c. *2-fwd. hold 2 1/2" - 1-fwd. peak space 2 1/2"*
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1-M.E. Bilge pump 1 1/2" 10 2 1/2" to G.S. pump*
 All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes *yes* Are the Bilge Suctions in the Machinery Spaces
 from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *yes*
 All Sea Connections fitted direct on the skin of the ship *yes* Are they fitted with Valves or Cocks *values*
 They fixed sufficiently high on the ship's side to be seen without lifting the platform plates *yes* Are the Overboard Discharges above or below the deep water line *below*
 They each fitted with a Discharge Valve always accessible on the *planking* of the vessel *yes* Are the Blow Off Cocks fitted with a spigot and brass covering plate *yes*
 Pipes pass through the bunkers *none* How are they protected *yes*
 Pipes pass through the deep tanks *yes* Have they been tested as per Rule *yes*
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*
 The arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 department to another *yes* Is the Shaft Tunnel watertight *no 2 hold flat 1 1/2" x 1 1/2"* Is it fitted with a watertight door *no* worked from *yes*
 On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork *drip trays with draining as per Rule*
 Air Compressors, No. *1* No. of stages *1* Diameters *8"* Stroke *3 1/4"* Driven by *ME 26.3 43/250*
 Auxiliary Air Compressors, No. *1* No. of stages *2* Diameters *1 1/8"-3 1/4"* Stroke *3 3/4"* Driven by *5th. aux. engine*
 Auxiliary Air Compressors, No. *1* No. of stages *1* Diameters *28"* Stroke *11"* Driven by *M.E.*
 Sinking Air Pumps, No. *1* Diameter *28"* Stroke *11"* Driven by *M.E.*
 Auxiliary Engines crank shafts, diameter *as per Rule* *L. Gardner & Sons 4 1/2" x 6" - 6 cyl. - 4 1/2"*
 as fitted *R.A. Foster 4 1/2" x 5 1/2" - 6 cyl. - 2 3/4"*

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*

Can the internal surfaces of the receivers be examined and cleaned *yes*

Is a drain fitted at the lowest part of each receiver *yes*

High Pressure Air Receivers, No. *✓*

Cubic capacity of each *✓*

Internal diameter *✓*

thickness *✓*

Seamless, lap welded or riveted longitudinal joint *✓*

Material *✓*

Range of tensile strength *✓*

Working pressure *by Rules* *✓*

Starting Air Receivers, No. *3*

Total cubic capacity *ab. 120 ft.³*

Internal diameter *2'-5"*

thickness *SHELL: 3/8"*
HEADS: 9/16"

Seamless, lap welded or riveted longitudinal joint *E.W.*

Material *Steel*

Range of tensile strength *✓*

Working pressure *by Rules*

Actual *250 lb/sq. in.*

IS A DONKEY BOILER FITTED? *no*

If so, is a report now forwarded? *✓*

Is the donkey boiler intended to be used for domestic purposes only *✓*

PLANS. Are approved plans forwarded herewith for Shafting *London 16/4-48*

Receivers *See sketch below*

Separate Tanks *✓*

Donkey Boilers *✓*

General Pumping Arrangements *London 30/3-48*

Oil Fuel *P/D/124*
Burning Arrangements

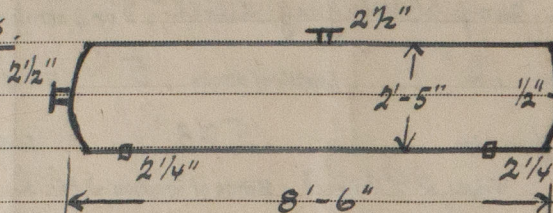
London 30/3

SPARE GEAR.

Has the spare gear required by the Rules been supplied *not complete*

State the principal additional spare gear supplied *✓*

STARTING AIR RECEIVERS.



E.W. acc. to Rules for E.W. pressure

The foregoing is a correct description, *✓*

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits

Dates of Examination of principal parts—Cylinders	Covers	Pistons	Rods	Connecting rods
Crank shaft	Flywheel shaft	Thrust shaft	Intermediate shafts	Tube shaft
Screw shaft	Propeller	Stern tube	Engine seatings	Engines holding down bolts
Completion of fitting sea connections	Completion of pumping arrangements	Engines tried under working conditions		
Crank shaft, Material	Identification Mark	Flywheel shaft, Material	Identification Mark	
Thrust shaft, Material	Identification Mark	Intermediate shafts, Material	Identification Marks	
Tube shaft, Material	Identification Mark	Screw shaft, Material	Identification Mark	

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

This vessel is a motor ship built in 1943 under the supervision of Purveys 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 necessary amendments have been effected in accordance with the approved plans, Secretary's letters and the Rule requirements to Purveys satisfaction. The main engine found marked:—Classification of American Bureau of Shipping certifying that this Fairbanks Morse engine has been built, tested and inspected in full compliance with the requirements of the Rules and is entitled to the highest classification +AMS in the record of this class. Additional power bilge pump not yet fitted. Spare gear to be brought up to Rule requirements.

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

The amount of Entry Fee *CHARGED ON RPT. 9*

Special	...	£	:	:	When applied for,
Donkey Boiler Fee	...	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	:	23/9 19 48.

Committee's Minute

FRI, 26 NOV 1948

Assigned

B. S. Witomsky

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation