

CLASSIFICATION.

M.S. "UDDU" Ex M.M.S. 1013.

126' x 25.5' x 16.5'

Conversion to cargo carrier.

IT IS SUBMITTED the Oslo Surveyors be informed that the plans of "Fire and Bilge Piping", "Fuel Oil Pipe Arrangement" and "<sup>COMPRESSED</sup>Compound Air Piping Arrangement" have been examined and the arrangements as shown and amended thereon are such as could be accepted, <sup>The Surveyors attention should be drawn to the</sup> ~~provided the following be carried out.~~ <sub>following points:-</sub>

- (1) An additional power driven bilge pump <sup>SHOULD</sup> be connected to the main bilge line. This pump may be driven either by the main engine or an auxiliary source of power.
- (2) All bilge suction valves to be of S.D.N.R. type.
- (3) Bilge suction in machinery space to be led from mud-boxes fitted with straight tail pipes, as per Section 34, Clause 6 (g).
- (4) Drip trays, suitably drained <sup>to</sup>, be fitted under all parts of the main and auxiliary engines and oil tanks where leakage is likely to occur in order to prevent the woodwork becoming saturated with oil.
- (5) Arrangements of cooling water system and lubricating oil system <sup>to</sup> be in accordance with Section 5 Clauses 11 and 12 of the Rules for Heavy Oil Engines and their Auxiliaries.
- (6) All outlet valves from the daily service oil fuel tank <sup>to</sup> be controlled from outside the machinery compartment.
- (7) The outlet valves to the deep oil fuel tanks <sup>to</sup> be fitted direct to the tank and controlled as per Section 20D Clause 7 (b).
- (8) Sounding arrangements to oil fuel tanks as per Rule.
- (9) A hand compressor <sup>to</sup> be fitted if the auxiliary set cannot be started by hand.

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*ARC*  
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