

N.V. Scheepswerf "Foxhol", Foxhol.

Yard No.32.

2m,12,45.

Received by Chief Ship Surveyor.....

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VESSEL'S NAME m.v. "MUDO" REPORT Gro. No. 176a & 177a

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built in 1930 and classed with the Germanischer Lloyd.

The period of validity of the notation "Examined L.R. 4.45" has expired.

Permanent repairs are required to buckled stem and bulwark plating (s.s.f), indented bulwarks etc. (p & s) and to slightly buckled frames in holds (p & s) at the Owners' convenience.

Classification with this Society is desired.

A plan of midship section, profile and decks approved in the ROTTERDAM Office has been examined at this Office and the scantlings and arrangements found in order for the class 100A—"Coasting Service - with limits to be defined."

See endorsement 13.5.46.

The GRONINGEN Surveyor, in a First Entry Report and Rpt 8, reports (6.46) the vessel placed on a slipway, the requirements of the Rules for "Vessels not built under Survey" complied with, scantlings and arrangements verified and minor repairs effected.

On account of damage through an unknown cause, repairs to a deck stringer plate and beams in way of same (s.s.f) and the permanent repairs as required above (p & s) carried out.

The equipment of anchors and chain cables on board, which is in excess of Rule requirements, has been tested by the Germanischer Lloyd and it is submitted that same be accepted for assignment of the figure "1", but that the record of "Lloyd's A & CP" be omitted.

The limits of service proposed are as already approved for similar vessels previously classed 100AK with the Germanischer Lloyd, i.e. "For Service in the Mediterranean, Black Sea, Red Sea and European and North West African Coasting Service including the Azores".

It is further submitted the vessel is worthy to be classed 100A1 "For Service in the Mediterranean, Black Sea, Red Sea and European and North West African Coasting Service including the Azores", with record of docking survey 6.46 and notation of S.S.-6,46, but without special condition.

W1035-0086 1/2

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P.T.O.

Lloyd's Register  
Foundation



"MUDO"

100A1 "For Service in the Mediterranean, Black Sea, Red Sea and European and North West African Coasting Service including the Azores."

6.46 Gro. )  
S.S. Gro.-6,46 ) without.

Date of build 1930.

1 Dk  
FPT 16t  
FK, 3BH  
P 35'

Mchy Aft

O.L. 118.5'

"1"

The Certificate of Classification to be endorsed "*Cargo battens not fitted*" and the same notation to be printed in the Register Book.

Equipment letter for fees: "b" in red.

Insert in S.R.L:- (Bottom of vessel in way of hold to be examined internally annually (cement omitted).

It is also submitted the Surveyor be informed respecting the required internal annual examination of the bottom, as above, and requested to advise the Owners accordingly.

He should be informed it it concluded 85 and 83 mm diameter pillars have been fitted as indicated on the approved plan, that the scantlings and arrangements of the rudder and its connections are in accordance with or equivalent to Rule requirements, but he should state if this is so and be requested to furnish the rudder numeral A x D and the particulars of test for the steel wire ropes if now supplied.

He should make it clear whether oil fuel bunkers forming part of the vessel's structure have been fitted and if so he should state their position in the vessel and whether they have been examined internally and tested with satisfactory results.

In view of the after peak tank not being recorded as a water ballast tank in the Germanischer Lloyd Register Book, he should state whether this tank is structurally efficient for the carriage of water ballast.

It should be pointed out to him that the Rule length in accordance with the approved plan is 34 metres i.e. 111.5'. He should therefore be requested to verify the Rule and the overall lengths as reported.

He should further be requested to make in future his recommendations to the Committee for assignment of "Periodical Survey" records in accordance with Circular Notice 1840.