

DISCLOSED SECTION

394 No. 70078

Rpt. 8.

(Received at London Office)

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22. 10. 1945 When handed in at Local Office 22. 10. 1945 Port of GLASGOW.

No. in Survey held at GLASGOW. Date, First Survey 12<sup>TH</sup> SEPT. Last Survey 17<sup>TH</sup> OCTOBER 1945

Reg. Book. on the Wood, Iron or Steel S.S. "FRESHBROOK" (FRESH WATER CARRIER) (No. of Visits 7)

TONNAGE: - Built at Lymington (NOT IN REGISTER BOOK) By whom Lymington AB&C Co. When 1942

GROSS Owners Admiralty Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK. Managers Port belonging to -

NET. Surveyed Afloat or in Dry Dock? BOTH. Name of Dock PRINCES DOCK AFLOAT N°3 GOVAN DRYDOCK Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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 11763 Port L.I.V.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey should be summarised. 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 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.

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. YES - NOT DESIRED. Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 9 1/2 ins.

Was a damage report made by anyone else? if so, by whom? NO.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, DOCKING, & ALTERATIONS

DAMAGE (I): Cause not stated. On examination of vessel in drydock found shell plate in 2<sup>nd</sup> stoke below sheer in way of after end of N°2 water tank (SS) sharply set in locally + one frame in way badly buckled locally, also bilge keel hull plate (p+s) set up + buckled + bilge keel shell bar set up in place.

DAMAGE REPAIRS: Shell plate in 2<sup>nd</sup> stoke below sheer in way of after end of N°2 water tank (SS) cropped + part renewed, E.W. in place.

One frame in way of above cropped + part renewed E.W. at butts.

Bilge keel hull plate (p+s) cropped + part renewed, faired + replaced. Shell bar faired in place.

" " " (SS) removed, faired + replaced for full length.

" " shell bar (SS) cropped + forward part renewed + after part faired in place. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS: Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items: -

Renewed ... part 1 part 1 - - - - Part bilge keel shell bar

Removed and Faired or Repaired - - - - Part " " " " + hull plate

Faired or Repaired in place - - - - Part bilge keel shell bar.

PRESENT CONDITION OF THE Decks good Bulkheads good in spaces named Engine Room Skylights good

Caulking of Decks " Ceiling - Gear Bunkers, Openings, Covers, &c. " Copper or Y.M. (State if on Felt.)

Coamings " Cement or Asphalt good in spaces named Oil Bunkers - When fitted, Month - Year -

Beams & Fastenings good in spaces named Rudder good Scuppers not named Boats not named

Outside Plating efficient Steering gear and its connections " Cargo Hatchways good Masts, Yards, &c. good

" " in way of sidelights not named Windlass " Hatches " Condition, how ascertained from deck (State if wedges removed) no.

Frames good in spaces named Have pumps been examined and found efficient? not named Planking - Equipment letter -

Reverse Frames - Have Sluice Valves been examined and found efficient? not named Caulking - Anchors, No. of 2 B.

Longitudinals - Have Watertight Doors been examined and found efficient? not named Treenails - Cables (State if now ranged) yes.

Transverses - Have Ventilators and their Coamings been examined and found efficient? yes. Breasthooks & Stemson - " length 125 fms. mean diamr. 1" (on board.) APPROVED Rule length 125 fms size 1" Chain Locker not named

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DAMAGE REPAIRS (CONT.) :-

On completion, shell in way of repairs hose tested & found satisfactory.  
New & disturbed work cleaned & re-coated.

DAMAGE (2) :- Cause not stated.

On examination of vessel in drydock found on Starboard side, fore shearstrake plates N<sup>o</sup> 1, 2, & 3, fore midship plates 1, 2, & 3, & upper edge of main shearstrake plates N<sup>o</sup> 1 & 2 and fore end bulkhead wing plate more or less set in & buckled & frames & fore end bulkhead shell bar in way more or less buckled.

Riveting & caulking of structure in way of damage undisturbed & efficient for the present without repair. It is submitted that repairs be effected at the first opportunity convenient to Owners.

DOCKING :- Vessel placed in drydock, bottom & rudder cleaned, examined, now efficient & re-coated.

Decks, casings, hatches, coamings, ventilators, etc. examined & found satisfactory.

Water tanks generally examined & found satisfactory.

Structure under boilers examined (before fitting stone setts as ballast) & found satisfactory.

Freeboards verified. (Annual freeboard survey carried out.)

Steering gear - rod & chain type - chains annealed, cleaned, examined & now satisfactory, blocks opened up, examined & now satisfactory, & rods, buffers & connections examined & found satisfactory. On completion, steering gear tried under steam & found satisfactory.

Anchor cables ranged, anchors & cables examined & found satisfactory.

REPAIRS - WEAR & TEAR :- A number of shell rivets (p.s) renewed & seams & bolts in way re-caulked.

Wood belting & faceplates (p.s) overhauled & part renewed.

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.				
	1st Bower													
	2nd "													
	3rd "													
	Collective Weight													
	Stream.....													
	Kedge.....													

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Stain- tory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

Iron Stream Chain or Steel Wire

4 bulwark gangway doors & fastenings overhauled.  
1 length of steering gear chain renewed. 2 steering gear block pins renewed.  
A few minor repairs effected. License N<sup>o</sup> R 8730, dated 1/10/45, supervised.

ALTERATIONS :- Manholes cut in D.B. tank top plating in way of N<sup>o</sup> 1 & 2 main water cargo tanks (p.s) making D.B. & main water tanks common. Centre girder & centre line longitudinal bulkheads in these tanks made virtually watertight by fitting & E.W. plates on openings & collars in way of deck beams.

Centre line longitudinal bulkhead in way of N<sup>o</sup> 3 main water cargo tank (af). (SEE PAGE 3)

S.S. "FRESHBROOK"

made virtually watertight by fitting & E.W. plates on openings & plate collars in way of deck beams. D.B. tank top plating in this tank remains as before.

Pump suction from N<sup>o</sup> 1 & 2 water tanks, port side - are original D.B. tank sections.

" " " " " " starboard side " " main tank sections now extended to bottom of tank. All valves for above sections are controlled from above foreboard deck.

New pump suction fitted to N<sup>o</sup> 3 water tank, port side, with valve in engine room.

Pump suction from N<sup>o</sup> 3 starboard water tank is original N<sup>o</sup> 3 tank suction with valve in engine room.

Separate air & sounding pipes arranged or fitted to each separate tank (p.s).

Original access manholes to N<sup>o</sup> 1 & 2 D.B. tanks, in tank ends now closed by E.W. plates.

On completion, water tanks cleaned out & coated with "Rosinite" composition, & one side of each main water tank filled & centre line longitudinal bulkhead found satisfactory.

The above alterations carried out to improve vessel's stability for service as a fresh water carrier.

20 tons of stone setts fitted & cemented in under boilers as ballast between floors, after space in boiler room kept clear.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.