

Rpt. 8.

(Received at London Office)

DISCLOSED  
SECTION

No. 70078

## REPORT OF SURVEY FOR REPAIRS, &amp;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) (NOT IN REGISTER BOOK) By whom Lyle &amp; Co. Ltd. When 1942

TONNAGE :-

Built at Lyle &amp; Co.

(NOT IN REGISTER BOOK)

By whom Lyle &amp; Co. Ltd.

When 1942

MONTH.

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 No 3 GOVAN DRYDOCK Destined Voyage

Cell D Bor DBa feet; uE & B feet; f feet }  
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 117763 Port L.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, &amp; ALTERATIONS

DAMAGE (I) Cause not stated

On examination of vessel in drydock found shell plate in 2<sup>nd</sup> strake below sheer in way of after end of N<sup>o</sup> 2 water tank (SS) sharply set in locally & one frame in way badly buckled locally, also bilge keel bulk plate (p-s) set up & buckled & bilge keel shell bar set up in places.

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

One frame in way of above cropped &amp; part renewed E.W. at butto.

Bilge keel bulk plate (ps) cropped &amp; part removed, fair &amp; replaced. Shell bar fair in place.

" " " (SS) removed, fair &amp; replaced for full length.

" " shell bar (SS) cropped &amp; forward part renewed &amp; after part fair 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 Fair or Repaired	-	-	-	-	-	-	-	Part " " " " & bulk plate
Fair or Repaired in place	-	-	-	-	-	-	-	Part bilge keel shell bar.

## PRESENT CONDITION OF THE

Decks good	Bulkheads good in spaces & main	Engine Room Skylights good	Copper or V.M. (State if on Felt.)
Caulking of Decks "	Ceiling -	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	Cement or Asphalt good in spaces & main	Oil Bunkers -	Boats not sound
Beams & Fastenings good in spaces & main	Rudder good	Scuppers not sound	Masts, Yards, &c. good
Outside Plating efficient	Steering gear and its connections "	Cargo Hatchways good	Condition, how ascertained from deck (State if wedges removed) no.
" " In way of sidelights not sound	Windlass "	Hatches "	Equipment letter -
Frames good in spaces & main	Have pumps been examined and found efficient? not sound	Planking -	Anchors, No. of 2 B.
Reverse Frames -	Have Sluice Valves been examined and found efficient? not sound	Caulking -	Cables (State if now ranged) yes.
Longitudinals -	Have Watertight Doors been examined and found efficient? not sound	Treenails -	" length 125 fms. mean diamr. 1" (on board.)
Transverses -	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson -	" Rule length 125 fms size 1"
Doors good in spaces & main	Air and Sounding Pipes not sound	Transoms, Pointers & Crutches -	Chain Locker not sound
Belsons " " " "	Doubling Plates under Sounding Pipes "	Timbers of Frame at openings -	Hawsers & Warps sufficient
Riggers " " " "		" " at other places -	Standing and Running Rigging good
Inner Bottom Plating " " " "		Stringers, Clamps & Shelves -	Sails -
Have the Tanks been examined internally? See P.T.		Salting (State if examined.)	
Have the Tanks been tested? See P.T.			

## General Observations, Opinion as to Class, Recommendation, &amp;c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example :- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen, is in an efficient condition, & eligible in my opinion to remain as at present classed in the Register Book, with fresh record of drydocking 10, 45, subject to indicated file side plating etc (SS), being dealt with at the first opportunity convenient to Owners.

Survey Fee (per Section 29)	£	5	5	0	Fees applied for, 23 OCT 1945
Special Damage or Repair Fee (if any) (per Sec. 29)	£	5	5	0	Received by me, 19
Travelling Expenses (if chargeable)	£	5	5	0	
Second Surveyor's Fee (if any)	£				

LICENCE CASE.

Committee's Minute

Character Assigned

GLASGOW

23 OCT 1945

10. 45. 45

Subject to

S.G. 45.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

008257-008247-0031 1/2



S.S. "FRESH BROOK"

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

Pump suction from No. 1 & 2 water tanks, port side - are original D.B. tank suction.

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

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

Pump suction from N°3 starboard water tank is original N°3 tank suction with valve in engine room.

Separate air & sounding pipes arranged or fitted to each separate tank (p. 5).

6 original access manholes to Nos. 1 & 2 D.B. tanks, in tank ends now closed by EW 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.

DAMAGE. (2): Cause not stated.

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

Roosting & 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.

Secks, casings, hatches, coamings, ventilators, etc. examined - found satisfactory.

Water tanks generally examined & found satisfactory.

Structure under boilers examined (before fitting stone sets 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 (305) renewed & seams & bolts in way re-caulked.

Wood belting & face plates (p.s) overhauled & part renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

4 bulwark gangway doors & fastenings overhauled.

1 length of steering gear chain renewed. 2 steering gear block pins renewed.

a few minor repairs effected. Licence N° R 8730, dated 1/10/45, supervised.

ALTERATIONS:- Manholes cut in D.B. tank top plating in way of No 1 & 2 main water cargo tanks (p. 08) making D.B. & main water tanks common. Centre girder & centre line longitudinal bulkheads in these tanks made virtually watertight by fitting & E.W. plate on openings & rollers in way of deck beams.

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

(SEE PAGE 3)

10m.3,42. T. (MADE AND PRINTED IN ENGLAND)