

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 24 OCT 1945)

Date of writing Report 18th Oct. 1945 When handed in at Local Office 22. 10. 1945 Port of GLASGOW.

No. in Reg. Book. Survey held at GLASGOW Date. First Survey 12th Sept. Last Survey 16th Oct. 1945. (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. "FRESHBROOK"

Tonnage { Gross Vessel built at LYTHAM By whom LYTHAM S.B. CO., LTD. When 1942 4  
 Net Engines made at By whom When  
 Nominal Boilers, when made (Main) (Donkey)  
 Horse Power Owners Admiralty Owners' Address  
 No. of Main Boilers Managers Managers' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers Port Voyage  
 Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock GOVAN NO. 3 DRY DOCK. (State name of Dock.)  
 in Donkey Boilers

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 4.42		L.M.C. 4,42
For Admiralty Tender Services		T.S.O.G.

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING AND REPAIRS.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO

Donkey

If not, state for what reasons Not due for survey What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 28.9.45. State the wear down in the stern bush 15/1000 Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

**DOCKING:** Vessel placed in drydock, propeller, tailshaft drawn in, stern tube, underwater sea cocks, and overboard discharge valves and their outside fastenings examined and found or placed in good order.  
 Minor repairs to sea cocks.  
 At Owners request safety valves after being overhauled were adjusted under steam to above pressure.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.) CS 3,34

as now seen is in a safe working condition and eligible in my opinion to remain as classed without fresh record of survey and with notation T.S.O.G. 9,45.

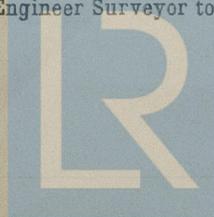
Survey Fee (per Section 29) T.S. £ 1 0 0 Fees applied for Licence. 23 OCT 1945  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Received by me, 19

Thos. J. Gibson  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 23 OCT 1945

Assigned Adamant

S. G. 45:



Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

