

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26-10-45 When handed in at Local Office 26-10-45 Port of Leith.

No. in Survey held at Leith Date, First Survey 23. 10. 1945 Last Survey 24. 10. 1945  
Reg. Book. on the Wood Iron or Steel "FRESHFORD" No. of visits 2.

TONNAGE:-  
GROSS 283 Built at Lytham By whom Lytham S.B. & Co. Ltd. When 1944  
UNDER DK. 262 Owners Admiralty Owners' Address (if not already recorded in Appendix to Register Book).  
NET 93 Managers ✓ Port belonging to London.

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Mains Dry Dock Destined Voyage ✓  
Cell/D/Bor/D/Ba feet; u/E&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 121446 Port LIV

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys 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.)

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Survey (Including date of N.B., if any).
<u>+ 100 A1</u> <u>For Admiralty</u> <u>tender services</u> <u>7.44</u>	<u>+ LMC 7.44</u> <u>Ts OG</u>

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 ✓

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 4 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking.

Vessel placed in drydock, bottom and rudder cleaned, examined and afterwards recoated.

Examined generally decks, hatches, casings, coamings, vents and coamings, rudders and steering gear.

Minor repairs effected.

Annual load line survey carried out at this time, and Certificates endorsed. The following damage noted, cause and date unspecified.

Starboard side shell plates, (numbered from fwd.)

P.Y.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								
Removed and Faired or Repaired ... ..								
Faired or Repaired in place ... ..								

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>Good</u>	Bulkheads <u>where seen efficient</u>	Engine Room Skylights <u>efficient</u>	Copper, or Y.M. <u>✓</u>	
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year	
Coamings	Cement or Asphalt	Oil Bunkers	Boats	
Beams & Fastenings	Rudder <u>efficient</u>	Scuppers	Masts, Yards, &c.	
Outside Plating <u>efficient</u>	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained	
" " in way of sidelights	Windlass	Hatches	Equipment letter	
Frames <u>efficient</u>	Have pumps been examined and found efficient?	Planking	Anchors, No. of <u>28</u>	
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) <u>No</u>	
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr.	
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" Rule length size	
Floors	Air and Sounding Pipes	Transoms Pointers & Crutches	Chain Locker	
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps	
Stringers		" " at other places	Standing and Running Rigging	
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails	
Have the Tanks been examined internally? <u>No</u>		Salting		
Have the Tanks been tested?		(State if examined.)		

### General Observations, Opinion as to Class, Recommendation, &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 in my opinion, subject to permanent repairs being carried out to indented starboard side shell plating at 1st convenient opportunity.

The vessel does not appear to be in the Register book, and the above is for

Survey Fee (per Section 29) .....	£	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29) .....	£	10
Travelling Expenses (if chargeable) .....	£	Received by me,
Second Surveyor's Fee (if any) .....	£	10

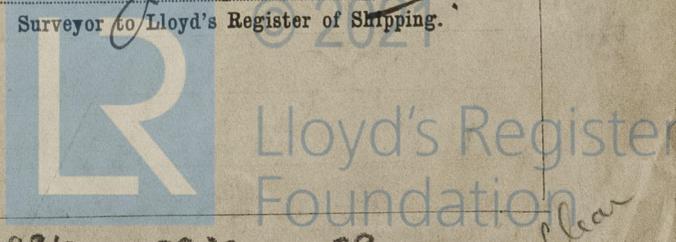
to the information of the Committee.

John Barnett  
Surveyor to Lloyd's Register of Shipping.

FRI. 30 NOV 1945

Committee's Minute

Character Assigned 10,45 Lth subject



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent note, or when will it be sent?

Is Certificate required? If so, to be sent to

Main Sheer. Nos. 4 and 5.

1<sup>st</sup> Below: No. 5.

2<sup>nd</sup> Below: Nos. 4 and 5.

All the above shell plates found locally set in; no permanent repairs carried out at this time, but caulking and riveting in way examined & found efficient meantime. Efficiency of vessel, in my opinion, is not affected.

J.B.

Propeller, fastenings, sea connections & entire portion of stern-rack examined & found in good order - wear about 1/32". The propeller blade tip broken off.

*[Signature]*

the ink, or to cause it to show through to the other side.

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

ANCHORS.

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.	lbs.	Cwts.	qrs.			
1st Bower ...															
2nd "															
3rd "															
Collective Weight.															
Steam .....															
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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Steam Chain or Steel Wire...											

N.B. - If this Report is copied by G.C.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

FRI. 30 APR 1948

Delete class from Shot Book



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