

Rpt. 8.

(Received at London Office. 14 APR 1944)

No. 7666.

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 31<sup>st</sup> MARCH 1945When handed in at Local Office 31<sup>st</sup> MARCH 1945

Port of DARTMOUTH

Not in  
Reg. Book.

Survey held at

DEVONPORT

Date, First Survey

21 - 3 - 45

Last Survey

26 - 3 - 1945

on the

H.M.S. "FRESHBURN"

(No. of Visits 120)

TONNAGE :-

GROSS 283

UNDER DK. 262

NET 23

Built at

LYTHAM

By whom

LYTHAM S.P.E. Co. Ltd

YEAR.

When 1944

MONTH.

4

Owners

THE ADMIRALTY

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to

LONDON

Surveyed Afloat or in Dry Dock?

DRY DOCK

Name of Dock

SHALLOW DOCK

Destined Voyage

O. H. M. S.

Cell DBor DBa

feet; uE &amp; 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. 120956 Port

LIV

(Periodical Surveys, when held, must be reported in detail and serially 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 Chais 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition &amp; Repairs:-

Now done:- at the request of the Dockyard Authorities examined the vessel in Dry Dock. The Bottom, Red and Rudder cleaned examined, found generally satisfactory and recoated. Decks, Coamings, Covers, Ventilators, Air Pipes, Casings, Bunker Gaskets, Companionways, Openings, Scuppers, Guard Rails etc and General Equipment generally examined and found in good condition. Annual Freeboard Survey carried out and Marks verified. The Shell Plating was found to be somewhat extensively indented on the Port & Starboard sides in the 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> Strakes below Sheer (Nos 1 & 2 Plates P.S. and Nos 2, 3, 4 & 5 Starboard side) but considered generally efficient for the present except No 3 Plate in 3<sup>rd</sup> below Sheer Starboard side where small fracture was detected.

## SUMMARY OF DAMAGE REPAIRS :-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faird or Repaired	✓		✓		✓			✓
Faird or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Painted Good	Engine Room Skylights	Good	Copper, or Y.M.	✓
Caulking of Decks	do	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	do	(State if on Felt.)	
Coamings	do	Cement or Asphalt		Oil Bunkers		When fitted, Month	Year
Beams & Fastenings		Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Efficient	Steering gear and its connections	do	Cargo Hatchways	do	Masts, Yards, &c.	do
" " in way of sidelights	Good	Windlass	do	Hatches	do	Condition, how ascertained	From Deck
Frames	Painted Efficient	Have pumps been examined and found efficient?	✓	Planking		(State if wedges removed.)	
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails		Anchors, No. of	25. 18.
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	No
Floors	✓	Air and Sounding Pipes	yes	Transoms, Pointers & Crutches		" length (on board.)	mean diamr. ✓
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings		" Rule length	size ✓
Stringers	✓			" " at other places		Chain Locker	✓
Inner Bottom Plating	✓			Stringers, Clamps & Shelves		Hawsers & Warps	Stated sufficient
Have the Tanks been examined internally?	No			Salting	(State if examined.)	Standing and Running Rigging	Good
Have the Tanks been tested?	No					Sails	✓

## 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 as now seen is in an efficient condition, and eligible in my opinion to remain as classed with fresh record of Survey 3,45 subject to Indented Plating, Frames etc (P & S) sides and No 3 Shell Plate in 3<sup>rd</sup> Strake below Sheer (P & S) being dealt with at the Owner's convenience.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	3	3 : 0	27-3-1945
Travelling Expenses (if chargeable)	£	:	10 : 0	Received by me,
Second Surveyor's Fee (if any)	£	:		19

Committee's Minute

JES. 24 APR 1945

Character Assigned

3 45 D-1

subject P

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008812 - 008822 - 0314



(It was stated that the cause of the Damage was due to frequent berthing at a Devonport Quay with a foul berth, and that steps had now been taken to avoid further berthing at this Quay.

Repairs for Damage:- Several Shell Rivets hardened up, defective seams caulked, and fracture in N<sup>o</sup> 3 Shell Plate of 3<sup>rd</sup> Strake below Gus (F. F.) built up by & W. and covered by Welded patch.  
Other minor repairs satisfactorily dealt with.

all'infatti.

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.	lbs.	Cwts.	qrs.	lbs.			
	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.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

The Suenenore are requested not to write on or below the space for Commences &卒.

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