

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

(Received at London Office 14 APR 1945)

Date of writing Report 31st MARCH 1945 When handed in at Local Office 31st MARCH 1945 Port of DARTMOUTH

No. in Reg. Book. Survey held at DEVONPORT Date. First Survey 21-3-45 Last Survey 26-3-1945
on the Machinery of the ~~Wood, Iron or Steel~~ SS "FRESHBURN" (No. of Visits 1100)

Tonnage { Gross 283 Vessel built at LYTHAM By whom LYTHAM S.B.P.E. CO. LD Year. Month. 1944-4
Net 93 Engines made at ditto By whom ditto When 1944
Nominal Horse Power 90 Boilers, when made (Main) 1944 (Donkey) ✓ When 1944
No. of Main Boilers 1 Owners THE ADMIRALTY Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers SHALLOW DOCK Port LONDON Voyage O.H.M.S.
Steam Pressure in Main Boilers 180 lb # Surveyed ~~about~~ in Dry Dock R.N. SOUTH YARD (State name of Dock.) DEVONPORT DOCKYARD.

Last Report No. _____ Port _____ Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Particulars of Examination and Repairs (if any) DOCKING & 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 B.S. NOT DUE 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 GOOD.

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

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? No Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? YES.

Has shaft now been changed? ✓ 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 ✓ State the wear down in the stern bush CLOSE. 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? ✓

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

Now done for Docking:- Vessel placed in Dry Dock and the Propeller, inside and outside fastenings of Sea Connections examined and found or placed in satisfactory condition. The Four Bladed Cast Iron Propeller was found with one Blade broken off at Boss with opposite blade also broken off at about mid length. A third Blade was also found with about 8" broken off the tip. (The cause was stated to be unknown, but the Damage was suspected to have occurred during manoeuvring at a foul berth.)
Repairs for Damage:- A new Cast Iron Propeller has now been satisfactorily fitted (with and without key)

General Observations, Opinion, and Recommendation: The Machinery of this Vessel, as now seen is in a good and efficient condition, and eligible in my opinion to remain as classed without fresh report of Survey
(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 or LMC 9.11 or LMC 140 lb., FD, &c.)

Survey Fee (per Section 29) £ : : Fees applied for 27-3-1945 AW.
Special Damage & Repair Fee (if any) (per Section 29.) £ 2 : 2 : 0
Travelling expenses (if chargeable) £ : 10 : 0
Received by me, AW.

Committee's Minute JES. 24 APR 1945
Assigned As now

Allwright
Engineer Surveyor to Lloyd's Register of Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to _____

Propeller renewed.

It is submitted that this vessel is eligible to remain as **CLASSED**.

Roell
19/4/45



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