

DISCLOSED SECTION

REPORT OF SURVEY FOR REPAIRS, &c.

Rpt. 8. Received at London Office No. 69327

Date of writing Report 17th JAN. 1945. When handed in at London 20th JAN. 1945 Port GLASGOW

No. in Reg. Book Survey held at GLASGOW Date, First Survey 11th DEC. 1944 Last Survey 12th JAN. 1945

on the Wood Iron or Steel S.S. FRESHMERE (FRESH WATER CARRIER) (NOT IN REGISTER BOOK) Lytham S.S. Co. Ltd. When 1943

TONNAGE: GROSS 283 UNDER DK 262 NET 93

Surveyed Afloat or in Dry Dock? BOTH Name of Dock PRINCES DOCK AFLOAT. N°1 GOVAN DRY DOCK Destined Voyage

Cell/Dor/Dba feet; uE & B feet; f feet total capacity tons. FPT tons; APT tons; MT feet tons.

Last Report, No. 119301 Port Liv

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

CHARACTER	Machinery and Boiler Surveys
+100 AI	+LMC 3-43
For Admiralty tender services	TS OG
3-43	
(Water tanker)	

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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & DOCKING, & ALTERATION.

DAMAGE-①:- stated to have been sustained through vessel striking the Quay Wall at Oban on 3rd December 1944. On examination of vessel in drydock found shell plates N°5 in 2nd & 3rd strakes below sheer (p/s) from forward sharply set in between frames in one framespace & riveting & caulking in way slightly started. **TEMPORARY REPAIRS NOW EFFECTED:-** Riveting & caulking of shell in way of damage overhauled & now efficient. Disturbed work cleaned & re-coated. It is submitted that permanent repairs be effected at Owners convenience.

DAMAGE-②:- stated to have been sustained through collision with S.S. TAJALOUR at Lyness on 15th November 1943. On examination of vessel afloat found stern wood belting & faceplates badly crushed & buckled, upper & lower angles for belting buckled, vertical plate of stern counter buckled & fractured, adjoining (PTO)

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.	port deck stringer angle, port wood belting
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	1	-	-	-	-	-	-	1 Bulwark plate, 1 cant frame & beam.

PRESENT CONDITION OF THE		Engine Room Skylights		Copper, or Y.M.	
Decks	good	Engine Room Skylights	good	Copper, or Y.M.	-
Caulking of Decks	"	Coal Bunkers, Openings, Covers, &c.	good	When fitted, Month	Year
Coamings	"	Oil Bunkers	-	Boats	not examd
Beams & Fastenings	good in spaces examd	Scuppers	not examd.	Masts, Yards, &c.	good
Outside Plating	efficient	Cargo Hatchways	good	Condition, how ascertained	from deck
" " in way of sidelights	not examd	Hatches	"	(State if wedges removed.)	no
Frames	good in spaces examd	Planking	-	Equipment letter	-
Reverse Frames	-	Caulking	-	Anchors, No. of	2B
Longitudinals	-	Treenails	-	Cables (State if now ranged)	no
Transverses	-	Breasthooks & Stimson	-	" length	stated complete
Floors	good in spaces examd	Transoms, Pointers & Crutches	-	(on board.)	mean diamr. -
Keelsons	" " " "	Timbers of Frame at openings	-	" Rule length	size -
Stringers	" " " "	" " at other places	-	Chain Locker	not examd
Inner Bottom Plating	-	Stringers, Clamps & Shelves	-	Hawsers & Warps	sufficient
Have the Tanks been examined internally?	See Rpt.	Splinting	-	Standing and Running Rigging	good
Have the Tanks been tested?	See Rpt.	(State if examined.)	-	Sails	-

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, & eligible in my opinion to remain as at present classed, with fresh record of drydocking 1,45, subject to permanent repairs to indented shell plates N°5 in 2nd & 3rd strakes below sheer (p/s) from forward & in sheerstrake & 1st & 2nd strakes below (p & s f) & framing in way, being carried out at Owners convenience.

Survey Fee (per Section 29) £ - : - : - Fees applied for 23 JAN 1945

Special Damage or Repair Fee (if any) £ 5 : 5 : 0 Received by me, 19

Travelling Expenses (if chargeable) £ 5 : 5 : 0

Second Surveyor's Fee (if any) £ - : - : -

Committee's Minute GLASGOW 23 JAN 1945

Character Assigned Transmitted to Birmingham

Geo. Lockhart, Surveyor to Lloyd's Register of Shipping.

TUES. 6 FEB 1945

Lloyd's Register Foundation

If so, is the Report sent now, or when will it be sent?

Section report

20-1-45

20-1-45

MADE AND PRINTED IN ENGLAND.

The Surveyors are requested not to write on or before the space for Committee's Minutes

Is Certificate required? If so, to be sent to

008823-008830-0010 1/2

DAMAGE (2) (CONT):-

Bulwark & shell plates above & below slightly buckled, 1 upper deck plate stringer angle slightly buckled & 1 cant frame & beam & bracket slightly buckled, etc.

DAMAGE REPAIRS:- Vertical plate of stern counter cropped & part renewed, E.W. in place.

1 stern bulwark plate faired in place.

1 counter plate faired in place at after end.

1 upper deck stringer plate cropped & part renewed, E.W. in place.

Upper deck stringer angle in way of above cropped & part renewed, E.W. at butto.

1 cant frame, 1 cant beam, & 1 cant bracket faired in place.

Upper & lower belting angles cropped & part renewed, E.W. at butto.

Belting faceplates cropped & part renewed, E.W. at butto.

Wood belting at stern cropped & part renewed.

New & disturbed work cleaned & re-coated.

On completion, after peak tank tested under pressure & found satisfactory.

DAMAGE (3):- Cause not stated.

On examination of vessel in drydock found the following shell plates more or less set in & buckled, viz -

PORT SIDE.

STARBOARD SIDE.

Sherstrake plates Nos 1, 2, & 3.

Sherstrake plates Nos 1 & 2.

1st strake below " " Nos 1 & 2.

1st strake below " " Nos 1 & 2.

2nd " " " " Nos 1 & 2.

2nd " " " " Nos 1 & 2.

Framing in way of above slightly buckled. 4 sidelights in shell in way of above started & leaking. Riveting & caulking of shell in way of damage slightly started.

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 PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stac- koff.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

PERMANENT REPAIRS NOW EFFECTED:- 4 sidelights in shell (to crew's messroom) renewed, hose tested & found satisfactory.

TEMPORARY REPAIRS NOW EFFECTED:- Riveting & caulking of shell in way of damage overhauled.

On completion, shell hose tested in way of repair & found satisfactory.

Removals - Lining on ship's sides in seaman's messroom (p+s) removed & replaced.

Disturbed work cleaned & re-coated.

It is submitted that permanent repairs be effected at Owner's convenience.

SUNDRY DAMAGE:- Cause not stated.

2 angle uprights from bulwark to boat platform (p+s), found set in, removed, faired & replaced.

(SEE PAGE 3)

S.S. "FRESHMERE"

SUNDRY DAMAGE (CONT):-

2 brackets on uprights from bulwark to boat platform (p+s), found buckled, removed, faired, & replaced.

1 fore & aft tie bar on boat platform, found buckled, removed, faired & replaced.

Bulwark rail bar (ssf), found set in locally in way of fairlead, cropped & part renewed, & 2 small brackets fitted from rail to bulwark, E.W. in place.

Starboard upright on raft skid aft, found set in & buckled, cropped & part renewed, faired & replaced.

1 bracket on above, to bulwark rail " " " " removed, faired & replaced.

New & disturbed work cleaned & re-coated.

DOCKING:- Vessel placed in drydock, bottom & rudder cleaned, examined, found efficient & re-coated.

Decks, casings, hatches, coamings, ventilators, etc, examined & found satisfactory.

Water cargo tanks generally examined & found satisfactory.

7 reboards verified. (Annual 7 reboard survey carried out)

Steering gear - rod & chain type - chains removed, annealed, cleaned, examined & found satisfactory.

Blocks opened up, examined & found satisfactory. Rods, buffers & connections examined & found satisfactory.

Spares - a set of steering gear spares so recommended is on board.

REPAIRS - WEAR & TEAR:- Starboard house pipe shell flange renewed.

A number of shell rivets set up & a few E.W.

Shell belting & faceplates overhauled & repaired & re-fastened in places.

A few minor deck repairs & sundry repairs in connection with Annual 7 reboard survey carried out.

Licence No R. 7898 dated 9/12/44, supervised.

ALTERATIONS:- To improve vessel's stability for her service as a fresh water carrier, the centre girder & centre line bulkhead in way of Nos 1, 2, & 3 water tanks now made virtually watertight by fitting & E.W. plates over timber openings & beam slots, etc.

Existing pump suction valves now fitted in starboard water tanks & additional tank suction pipes & valves now fitted to port side tanks so that port & starboard tanks may be pumped out separately.

Values controlled from above foreboard deck.

Additional sounding pipes, with striking plates on shell & air & filling pipes now fitted to serve the port tanks.

On completion, water tanks re-coated with "Rosemonite".

On completion, centre line bulkheads in Nos 1, 2 & 3 tanks tested & found satisfactory for the purpose required.

20 tons of stone setts fitted between floors under boiler, as ballast, after space in boiler room kept clear.

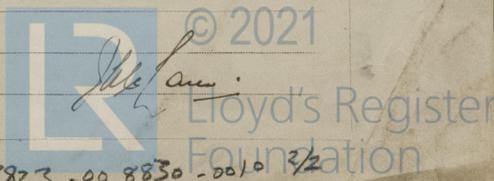
DOCKING. Vessel placed in drydock. Propellers, after end of

stem tube, under water sea connections and keel outside

fastenings examined and found in good condition.

Wear down = $\frac{20}{1000}$ lbs.

REPAIRS. Spare C.I. Propeller fitted.



N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much draped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

~~WED 7 APR 1948~~

✓ Delete Class from
"Ghost Book" Jul

Poster
11/16/48



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