

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

(Received at London Office)

Date of writing Report 3. 4. 1943 When handed in at Local Office 5. 4. 1943 Port of Liverpool
No. in Survey held at Birkenhead Date First Survey 24/3/43 Last Survey 26/3/1943
Reg. Book. SS. "FRESHMERE" (No. of Visits 3)
on the Machinery of the Wood, Iron or Steel Year. Month.
Tonnage { Gross 283 Vessel built at Lytham By whom Lytham T. B. & Eng. Co. Ltd. When
Net do Engines made at do By whom do When
Nominal do Boilers, when made (Main) Lytham (Donkey) do
Horse Power do Owners The Admiralty Owners' Address do
No. of Main Boilers do Managers do Port do Voyage do
No. of Donkey Boilers do do (if not already recorded in Appendix to Register Book.)
Steam Pressure do in Main Boilers do in Donkey Boilers do
X Surveyed Afloat or in Dry Dock Woolasey
(State name of Dock.)

Last Report No. do Port doParticulars of Examination and Repairs (if any) Damage 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 not required

Was a damage report made by anyone else? If so, by whom? doDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? do" " Donkey " " " " not due What parts of the Boilers could not be thus thoroughly examined? doWhat 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? doState latest date of internal examination of each boiler doPresent condition of funnel EfficientDid the Surveyor examine the Safety Valves of the Main Boilers? doTo what pressure were they afterwards adjusted under steam? doDid the Surveyor examine the Safety Valves of the Donkey Boilers? doTo what pressure were they afterwards adjusted under steam? doDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? doand of the Donkey Boilers? doDid the Surveyor examine the drain plugs of the Main Boilers? doand of the Donkey Boilers? doDid the Surveyor examine all the mountings of the Main Boilers? doand of the Donkey Boilers? doHas the screw shaft now been drawn and examined? noHas it a continuous liner? doIs an approved oil retaining appliance fitted at the after end? doHas shaft now been changed? do If so, state reasons doHas the shaft now fitted been previously used? doHas it a continuous liner? doIs an approved oil retaining appliance fitted at the after end? doState date of examination of Screw Shaft do

State the wear down in the

stern bush Afloat Is electric light and/or power fitted? yesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? noHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

At the request of the British Admiralty visited this vessel on account of damage to the Auxiliary Feed Pump, stated to have been sustained at 3.40 PM on the 23rd March 1943 whilst on voyage from Lytham to Liverpool, cause not stated.

Now Done: -

Auxiliary feed pump examined and it was observed that the bucket rod was fractured at the last thread at the bottom of the taper, piston in halves, cylinder cover cracked in four places and the cylinder cover studs strained.

Repairs. The following parts renewed, cylinder cover and studs, piston, piston and bucket rods, crosshead, water end cover studs and shuttle valve. Pump examined under working conditions and found in good order.

General Observations, Opinion, and Recommendation: -

(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.)

now seen, is eligible, in my opinion, to remain as now classed.

Survey Fee (per Section 29) £ : : Fees applied for 9 APR 1943
Special Damage or Repair Fee (if any) £ 3 : 3 : 0 Received by me, do
(per Section 29.)
Travelling expenses (if chargeable) £ : : 19

Committee's Minute LIVERPOOL 113 APR 43Assigned Transmit to London

Engineer Surveyor to Lloyd's Register of Shipping.

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Noted.
19/4/43.

understand

O.E.E.

not to be used