Rpt. 9.

No. 109,930

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

(Received at London Office 8 OCT 1941)

Date of writing Report 2nd Sept 1941. When handed in at Local Office 2 Sept 1941. Port of -London-

No. in Reg. Book. 22437 Survey held at -London- Date. First Survey 26th Sept Last Survey 26th Sept 1941 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. DERRYMORE.

Tonnage { Gross 4799 Net 2822

Nominal Horse Power 449

No. of Main Boilers ✓

No. of Donkey Boilers 2

Steam Pressure— in Main Boilers ✓ in Donkey Boilers 120.

Vessel built at Burntisland By whom Burntisland S.B. Co. Ltd When 1938. 4 (Year. Month.)

Engines made at Sunderland By whom W. Doxford & Sons When 1938. 4

Boilers, when made (Main) ✓ (Donkey) ✓

Owners Mc Cowen & Cross Ltd Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers Port Voyage

If Surveyed Afloat or in Dry Dock Tilbury D.D. (State name of Dock.)

Last Report No. Port

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1.		+LMC
with freeboard		4 35
2 41.		Oil Engines.
		TS(CL) 2.41

Particulars of Examination and Repairs (if any) -Docking-

(Periodical Surveys, when held, must be reported in detail and seriatim 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? ✓

" " Donkey " " " ✓

If this was not done, state for what reasons ✓

And what parts of the Boilers could not be thus thoroughly examined ✓

Also 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(s)

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

Engine parts, when referred to by numbers, should be counted from forward.

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

Vessel placed in dry dock, propeller outer end of stern bush and sea fastenings examined and all found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as now seen is in an efficient condition and is eligible in my opinion to remain as now classed without fresh record 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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 2,34, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for ..... 19.....

Received by me, ... 19.....

TUE. 28 OCT 1941

Committee's Minute

Assigned As now

— R. Weston —

Engineer Surveyor to Lloyd's Register of Shipping.

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

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W25-0010

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Mr Collins to forward copy of card to Mr Mark Brunel
Secretary to Mr Brunel
Secretary
Acknowledge
Answer to
inform.