

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 31st Mar 41 When handed in at Local Office: 31st Mar 41 Port of: GALVESTON, TEXAS.
 No. in Reg. Book: Survey held at GALVESTON. Date, First Survey: 24/2/41 Last Survey: 26/2/1941
 on the Wood, Iron or Steel "MR. DERRYMORE" (No. of Visits: 4)

TONNAGE: Built at Burntisland By whom Burntisland S.B.Co.Ld. When 1938 MONTH 4
 GROSS 4799 Owners McCowen & Cross, Ld. Owners' Address _____
 UNDER DK. 4360 Managers _____ Port belonging to London
 NET 2822

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Local Gal. Dry Dock Destined Voyage _____
 Cell/D/Bor/D/Ba _____ feet; u/E&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5485. Port VER.

CHARACTER. X for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1</u> <u>with freeboard</u> <u>4,40</u>	<u>+LMC4,38</u> <u>CL</u>

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Chains 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 See Dam. Rpt.

Society's Freeboard (if assigned) as painted on Ship and now verified _____ ft. _____ ins.

Was a damage report made by anyone else? If so, by whom? See. Sur. to Sen. Salv. Com.

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

Damage stated to be due to encountering heavy weather various dates from 31st January to 18th February 1941, during a ballast voyage from Leith to Galveston, Tex.

Now Done: - Vessel placed in dry dock. Bottom & rudder cleaned, examined & recoated. Fore peak & N. 1 Double bottom tanks generally examined internally, afterwards tested together with after peak tank upon completion of repairs & all found or made tight. Also generally examined decks & casings, hatchways, hatches, vents & coamings, etc. (See Contn.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed								Bottom shell riveting in way of forepeak mostly renewed.
Removed and Fair'd or Repaired								Peak Bulkhead riveting overhauled.
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Decks	Good	Per Rpt Good					Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	"							When fitted, Month _____ Year _____
Coamings	"						Good	Boats
Beams & Fastenings	"		Good					Good
Outside Plating	"						"	Masts, Yards, &c.
" " in way of sidelights							"	Condition, how ascertained, from Dk
Frames	Per Rpt Good							Equipment letter
Reverse Frames	"							Anchors, No. of <u>3 B, 1 S.</u>
Longitudinals	"							Cables (State if now ranged) <u>no</u>
Transverses	"							" length <u>Stated</u> Mean diamr.
Floors	Per Rpt Good							" (on board) <u>Complete</u>
Keelsons	"							Chain Locker
Stringers	"							Hawsers & Warps <u>Different</u>
Inner Bottom Plating	"							Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally?								Sails
Have the Tanks been tested?								

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 a good & efficient condition & eligible in my opinion to remain as classed with fresh record of Survey 2.41.

Survey Fee (per Section 2D) £
 Special Damage or Repair Fee (if any) £ 65.00
 Travelling Expenses (if chargeable) £ 2.00
 Second Surveyor's Fee (if any) £

Fees applied for, 28/2/41 WR.
 Received by me, 7/3/41. Wm Rennie.
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK APR 16 1941
 Character Assigned 100A1 With freeboard
T. S. 2, 41.

10m, 11.38.—Transfer Ink (MADE AND PRINTED IN ENGLAND). The Surveyors are requested not to write on or below the space for Committee's Minutes.

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



M/V. DERRYMORE.

Damage Repairs.

The bottom shell riveting & caulking in the general vicinity of the forefoot, found started & disturbed.

All started shell rivets renewed, caulking edge of plating chipped, recaulked & or fillet welded as required.

All broken & disturbed bottom cement in way of no. 1 DBT cut out & renewed.

Peak bulkheads, & forward bulkhead of deep tank at tank top, slightly leaking in scattered locations. - Riveting overhauled & made good.

all repairs satisfactorily tested.

P.R.L. - "Further examined in dry dock (vibrations) "

Bottom now specially examined, & no damage found to have been sustained in consequence of reported vibrations.

Cert B issued, copy herewith.

WR