

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~~ "M^r. DERRYMORE" (No. of Visits: 4.)

TONNAGE: Built at Burntisland By whom Burntisland S.B. Co. Ltd. When 1938 MONTH 4
 GROSS 4799 Owners McCowen & Cross, Ltd. Owners' Address
 UNDER DECK 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/Dor/Dba feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 5485. Port YCR.

(Periodical Surveys, when held, must be reported in detail and serially 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.

not required.

Was a damage report made by anyone else? If so, by whom?

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 & No. 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.	Deck Plates.	Other Items:—
Renewed								Bottom shell riveting in way of forepeak mostly renewed.
Removed and Fairied or Repaired								Peak Buckhead riveting overhauled.
Fairied or Repaired in place								
PRESENT CONDITION OF THE								
Decks	Good	Bulkheads	Per rpt. Good.	Engine Room Skylights	Good	Copper, or Y.M. (State if on felt.)		
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month		Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	Good	Boats	Good	
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	"	
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained, from D/C (State if wedges removed)		
" in way of sidelights	"	Windlass	"	Hatches	"	Equipment letter		
Frames	Per rpt. Good.	Have pumps been examined and found efficient?	"	Planking		Anchors, No. of	3 B, 1 S.	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking		Cables (State if now ranged)	no	
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails		" length (on board)	Plated	
Transverses	Per rpt. Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" Rule length	Complete	
Floors	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches		Chain Locker	Insufficient	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		Hawsers & Warps	Good	
Stringers	"			" at other places		Standing and Running Rigging		
Inner Bottom Plating	NDI D/T. FPT.			Stringers, Clamps & Shelves		Sails		
Have the Tanks been examined internally?	Peak tanks & No. 1 D/B			Salting (State if examined.)				
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 20) £
 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.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 100 A1 With freeboard T. S. 2, 41.

Lloyd's Register Foundation

W25-0012

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.