

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 24 1938 When handed in at Local Office 24 1938 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey July 7 Last Survey April 1 1938  
Reg. Book. (No. of Visits 6)

37876 on the Wood, Iron or Steel M.V. "DERRYMORE"

YEAR. MONTH.

TONNAGE:-

GROSS 4,799

UNDER DECK 4,360

NET 2,822

Built at Burntisland

By whom Burntisland S.B. Co. Ltd.

When 1938 -

Owners The Cowen &amp; Gross Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to

Surveyed Afloat &amp; in Dry Dock? Yes Name of Dock Messrs Greenwell &amp; Co. Destined Voyage

WB=Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(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 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. 25.2.38 (M.S.)

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

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? G. Sparky.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of First Entry Report and Damage.

Completion of First Entry. Now done. Machinery casings examined on completion, daily service oil tanks to be supplied and fitted, donkey boiler stools and crookes examined on completion, steering gear and windlass tried under steam, gauge wire guards at air pipes to oil tanks examined and watertight door of shaft tunnel seen in working order.

Damage stated to have been caused by a piece of timber in fore peak tank floating up and jamming air pipe whilst tank being pumped up on the 24<sup>th</sup> March 1938.

Fore peak bulkhead No 2 plate from bottom removed, faired and refitted.

No 1, 3 & 4 bulkhead plates from bottom faired in place

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed					28			as per report
Removed and Faired or Repaired		18			4			
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks as seen Good	State if Tanks have been examined inside fore peak	Air and Sounding Pipes fore peak Good	Copper, or Y.M. of Wood Vessels (State if on Felt).
Caulking of Decks	State if Tanks now tested fore peak	Dbng. Plates under Sounding Pipes	When put on, Month Year
Coamings	Bulkheads as seen Good	Engine Room Skylights Good	Boats
Beams & Fastenings as seen Good	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained
" " in way of sidelights	Rudder	Scuppers	(State if wedges removed)
Breasthooks	Steering gear and its connections Good	Cargo Hatchways	Sails
Transoms	Windlass Good	Hatches	Equipment letter
Frames as seen Good	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Chain Locker
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	" length mean diamr. (on board)
Floors as seen Good		Transoms Pointers, & Crutches ditto	" Rule length size
Keelsons		Timbers of Frame at openings ditto	Hawser & Warps
Stringers		Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shells ditto	
		Seking (State if examined.)	

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 24," or "to remain as classed and to have record of survey, 1, 24, and the notations of ss No. 1-24 and ptd 24, &c."

For the information of the Committee

It is recommended the vessel be classed in accordance with the Burntisland Surveyor Report.

Survey Fee (per Section 29)	£				
Special Damage or Repair Fee (if any) (per Sec. 29)	£	8	8	0	
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any)	£				

Fees applied for,

8 APR 1938

Received by me,

16.4 1938

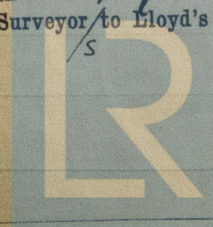
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

WED. 20 APR 1938

See Old. JE 19550



Lloyd's Register Foundation

W25-0060



## M. V. "DERRYMORE"

13 bulkhead stiffeners removed, faired and refitted ✓  
 13 bulkhead stiffener top brackets and lugs removed, faired & refitted ✓  
 Fore peak tank top Nos 1, 4, 5, 6 & 7 beams removed, faired and refitted  
 Nos 2, 3, 8 & 9 beams faired in place & all deck beam brackets removed, faired and refitted. ✓  
 Upper stringer - ✓  
 Port & starboard stringer plates & face angles removed, faired & refitted ✓  
 Shwartship stringer plates & face angles & bulkhead connections removed, faired & refitted. ✓  
 Stringer beams & brackets from No 1-9 inclusive removed, faired & refitted ✓  
 Forward shwartship stringer plate removed, faired & refitted. ✓  
 Fore & aft beam tie bar removed, faired and refitted. ✓  
 Middle stringer -  
 Port & starboard stringer plates & face angles removed, faired and refitted ✓  
 Shwartship stringer plates, face angles & bulkhead connections removed, faired and refitted ✓  
 Centre line shelf plate & tie angle removed, faired and refitted ✓  
 Tie plate & connections in way of No 2 frame removed, faired & refitted ✓  
 8 stringer beams removed, faired and refitted ✓  
 Lower stringer - ✓  
 Port & starboard stringer plates & face angles removed, faired & refitted ✓  
 Shwartship stringer plates, face angles & bulkhead connections removed, faired & refitted ✓  
 6 stringer beams removed, faired and refitted ✓  
 Centre line tie angle removed, faired and refitted ✓  
 9 main frames on port & starboard sides faired in place and renewed to shell ✓  
 Fore peak tank tested on completion of repairs & found satisfactory. ✓

Fore peak suction pipe from engine room to fore peak fitted and tested and found satisfactory ✓

R.L.G.