

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15-5-41 When handed in at Local Office 15-5-41 Port of Belfast

No. in Survey held at Dublin
Reg. Book.Date, First Survey 30-12-40 Last Survey 28-4-1941
(No. of Visits 12)

73215 on the Wood, Iron or Steel S.S. Drifhys

TONNAGE:-

GROSS 4240

UNDER DK. 4020

NET 2661

Built at Sunderland

By whom W. Pickersgill & Sons, Ltd. When 1917

YEAR.

MONTH.

Owners U. G. Pateras

Owners' Address

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

Managers

Port belonging to Glis

Surveyed Afloat or in Dry Dock? Both Name of Dock Alexandra D.D. Destined Voyage

Cell DBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 7390 Port L.A.

(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 Yes, Not required

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

CHARACTER. X for Special Survey. Date of Last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 R1	+LMC MS 10,39
SS. Sll. No. 3. 4,31	IS 8,40
SS. Ant. No. 1 -J6	TS, CL 9,39
Exd. 10,39 Sll.	

Cargo Batten not fitted.

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? Underwriters Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion Special Survey 2nd No. 2, Condition & Damage stated to have been sustained through (1) Striking quay at Buenos Aires on 12th July 1939 (2) Contact with lock entrance at Buentsland on 13th Oct. 1939 (3) touching quay at Rosario on 17th October 1940 (4) Heavy weather whilst on voyage Rosario to Dublin from 30th October 1940 to 23rd December 1940 (5) collision with quay wall, "City of Waterford" "City of Dublin", "Munich" & "Number Eight" on 28th February 1941 in Alexandra Basin Dublin.

Now done for condition: Vessel in dry dock, bottom & rudder cleaned, examined, placed in good condition & recoated.

P. T. O.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	7	—					1 (hand)	Four beam knees removed & faired
Removed and Faired or Repaired	11	14					—	9 Bilge brackets renewed
Faired or Repaired in place	14	15					—	5 Bilge brackets removed & faired

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	- do -	Ceiling	- do -	Coal Bunkers, Openings, Covers, &c.	- do -	(State if on Pett.)	
Coamings	- do -	Cement or Asphalt	✓	Oil Bunkers	✓	When fitted, Month	Year
Beams & Fastenings	✓	Rudder	Good	Scuppers	✓	Boats	Good
Outside Plating	Good	Steering gear and its connections	- do -	Cargo Hatchways	Good	Masts, Yards, &c.	- do -
" " in way of sidelights	✓	Windlass	- do -	Hatches	- do -	Condition, how ascertained	from deck
Frames	Good	Have pumps been examined and found efficient?	No	Planing	✓	(State if wedges removed.)	No
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	No	Caulking	✓	Equipment letter	4
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	No	Treenails	✓	Anchors, No. of	36. 15
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	✓	Cables (State if now ranged)	No
Floors	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	" length	mean diam.
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	(on board)	size
Stringers	Good			" " at other places	✓	Chain Locker	✓
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	✓	Hawsers & Warps	Sufficient
Have the Tanks been examined internally?	No			Salting	(state if examined.)	Standing and Running Rigging	Efficient
Have the Tanks been tested? F.P. only	✓					Sails	✓

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 as now seen is eligible in our opinion to remain as classed in the Register Book with fresh record of Survey 4,41 and notation SS. No. 2. with port & date as previously recommended, subject to welding of shell plates G. 31H. 10 being specially examined next drydocking to permanent repairs to stern bar and plating in way at burners convenience and to permanent repairs to slightly buckled foremast at first convenient opportunity.

Survey Fee (per Section 29)	£			Fees applied for,	17.5. 1b 41
Special Damage or Repair Fee (if any)	£	31	10	0	Received by me,
Travelling Expenses (if chargeable)	£	13	10	0	19
Second Surveyor's Fee (if any)	£				

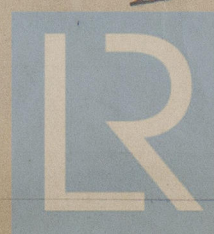
R. Muntion. Wm. Balfour
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 6 JUN 1941

Character Assigned

See List 22715



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Foundation

W26-0164 (113)

Has a Survey also been held on the Machinery of the Ship? Yes
If so, is the Report sent now, or when will it be sent? Now

Port of Belfast

Continuation of Report No. 12978 dated 15-5-41 on the

S.S. "Dirphys"

Now done for damage:- Vessel examined of boat in dry dock, temporary cement boxes in Nos. 1 & 2 holds cut away.

Damage (1) & (2) From the external examination of the shell it was not possible to separate the damage due to each of these causes, but from inspection of the cement boxes in the holds & the previous reports it appeared that the damage at the forward end of No. 1 hold, port side, was due to (1) & (2), at the after end of No. 1 hold, port side, was due to (1) at the after end of No. 2 hold port side was due to (2), at the forward end of No. 1 hold starboard side was due to (1) and at the after end of No. 1 hold & forward end of No. 2 hold starboard side was due to (1) & (2) and the damage has been allocated on this basis.

Damage found & repairs effected due to (1)

Shell plating Starboard Side; D3 buckled, renewed (this plate was also wasted)

F2 fractured, renewed

Shell plating Port Side; F4, F5, F6, H5, buckled, released & faired in place.

G4, G5, buckled, removed faired & refitted.

Damage found & repairs effected due to (2)

Shell plating Port Side; F10, G9, H9, J9, set in, released & faired in place.

G10, G11, H10, J10 set in, removed faired & refitted.

H13 fractured, doubled.

F8, F9, G15, G16, defective rivets in butts, rivets renewed.

Six frames in way of above cropped faired & refitted.

Three frames in way of above faired in place

Four beam knees in way of above removed & faired & refitted.

Four bilge brackets in way of above renewed & two removed & faired.

Damage found & repairs effected due to (1) & (2) (not separable)

Shell plating Starboard Side; F5, F6, buckled, faired in place.

G5, G6, H6, buckled, removed faired & refitted.

H5, buckled, renewed.

Eight frames in way of above cropped, faired & refitted and seven faired in place

Five bilge brackets in way of above renewed & three removed & faired.

No. 1. after bulkhead wing plate in way of above buckled, cropped faired & refitted.

Shell plating Port Side; F2, G3 buckled, removed, faired & refitted.

F3, H4 buckled, renewed.

D2, fractured, renewed.

H1, H2, fractured, doubled.

3 frames in way of above cropped faired & refitted & five faired in place.

Web frame at forward end of No. 1 hold in way of above, web plate & angles cropped faired & refitted, first & second panting stringers above tank top renewed.

S. S. DirphysDamage found & repairs effected due to (3)

Cement box in bilge P.S. at aft end of No. 2 A. hold cut away, temporary bolt removed & rivet renewed in 3rd frame space from stowhead bulkhead.

Damage found & repairs effected due to (4)

No. 2 A. bridge deck hatch coaming plate found fractured at starboard aft corner & doubling plate now fitted, deck plate in way found fractured now cropped & part renewed, hatch corner doubling plate in way fractured now renewed.

Damage found & repairs effected due to (5)

No. 2 main sheer strake plate from aft starboard side, punctured, cropped & part renewed together with stringer angle.

Stern bar set over to port in way of E & F strakes & plating in way slightly buckled, a temporary repair was effected by overhauling the riveting & caulking in way & it was recommended that permanent repairs be effected at owners convenience, the temporary repair is considered efficient meantime.

Damage due to cause not stated

A small fracture was found in plate H15 starboard side. This fracture was cut out & welded.

On completion of the repairs the fore peak tank was tested under head of water & the shell was hose tested.

Wear & Tear Repairs.

aft well deck strake adjacent to stringer plate, port & starboard, No. 2 plate from bridge cropped & part renewed.

Rudder, all gudgeon bushes renewed.

a number of defective rivets in keel plate forward renewed.

Double bottom tank in boiler room, doubling plates fitted to margin plates port & starboard, in way of forward & aft boiler stools.

Shell plating In our absence plates H10 & G3 port side were cropped to facilitate fairing & refitted with welded butts & it is recommended that the welding of these plates be specially examined next dry docking.

S. R. List The temporary repair to the slightly buckled foremast was examined & remains efficient. It is recommended that the remaining items be deleted from the Special Reasons list as the indented plating has now been permanently repaired.

T. R. Muntan.



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