Rpt. 8. (Received at London Office 19 MAY 1941) No. 22715

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16-5 1941 When handed in at Local Office 17-5-1941 Port of SWANSEA

No. in Reg. Book. 73215 Survey held at SWANSEA Date, First Survey 7-5-41 (No. of Visits 4) Last Survey 12-5-1941

on the Wood, Iron or Steel S.S. DIRPHYS

TONNAGE:— GROSS 4240 UNDER DK. 4020 NET 2661. Built at SUNDERLAND By whom W. PICKERSGILL & SONS LTD When YEAR. 1917 MONTH. 3

Owners V.J. PATERAS Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port belonging to CHIOS

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock Destined Voyage

WB=CellDBorDBa 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. 12978 Port Bel

(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 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.

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).
+100A1		+LMC
EXAMINED 10.39 SHL		M.S. 10.39
S.S SHL No 3 - 4.31		B.S. ~~5.39~~
S.S ANT No 1 - 36		8.40
1 DK (STL)		T.S.C.L 9.39
CARGO BATTENS		
NOT FITTED		

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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND REPAIRS

Damage stated to have been sustained while afloat at Kings Dock Swansea on May 5th 1941 when the M.V Francois Tizeier came into contact with stern of S.S. DIRPHYS.
FOUND. Evidence of contact by abrasion on Vessels Counter
NOW DONE Examined. Rudder and Steering gear and found in good order
Steering gear telemotor controls adjusted and steering gear tried over and found satisfactory
NOW DONE REPAIRS Mounting angles re-rivetted on two weather deck hatch beams.

P.T.O

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks
Caulking of Decks
Coamings
Beams & Fastenings
Outside Plating
Breasthooks
Transoms
Frames
Reverse Frames
Longitudinals
Transverses
Floors
Keelsons
Stringers
Inner Bottom Plating

State if Tanks have been examined inside
State if Tanks now tested
Bulkheads
Ceiling
Cement or Asphalt (State which.)
Rudder
Steering gear and its connections
Windlass
Have Pumps now been examined and found efficient?
Have Sluice Valves now been examined and found efficient?
Have Watertight Doors now been examined and found efficient?
Have Ventilators and their Coamings been examined and found efficient?

SURVEY CONFINED TO ABOVE.

Dblng. Plates under Sounding Pipes
Engine Room Skylights
Coal Bunkers, Open'gs, Lids, &c.
Scuppers
Cargo Hatchways
Hatches
Planking of Wood Vessels
Caulking ditto
Tweendks ditto
Breasthooks & Stemson ditto
Transoms, Pointers, & Crutches ditto
Timbers of Frame at openings ditto
Ditto Ditto at other places ditto
Stringers, Clamps & Shelfs ditto
Salting ditto (State if examined.)

Copper, or Y.M. of Wood Vessels (State if on Felt).
When put on, Month Year
Boats
Masts, Yards, &c.
Condition, how ascertained (State if wedges removed)
Sails
Equipment letter
Anchors, No. of
Cables (State if now ranged)
" length (on board) size
" Rule length size
Hawser & Warps
Standing and Running Rigging

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 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 ptND24, &c."

To remain as now classed without fresh record of survey subject to buckled Foremast being repaired at first convenient opportunity

Survey Fee (per Section 29)	£	: :
Special Damage & Repair Fee (if any) (per Sec. 29)	£	3 : 3 : 0
Travelling Expenses (if chargeable)	£	: :
Second Surveyor's Fee (if any)	£	: :

Fees applied for, 17-5-1941. Received by me. 19

Jas Grandison
Surveyor to Lloyd's Register of Shipping.

FRI. 6 JUN 1941

Committee's Minute 100 A1 Subject to Cargo batts. not fitted (Bel 12978)

Character Assigned S.S. No. 2-39

(The Surveyors are requested not to write on or below the space for Committee's minute.)

If so, is the Report sent note, or when will it be sent?

Is Certificate required? If so, to be sent to

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SPECIAL REASONS :- Nothing was done at this time regarding indented plating outstanding as part S.S 2ND No 2 or buckled Foremast.
It is stated that it is proposed to deal with Foremast at Dublin but no definite arrangements could be made.
The mast now examined and found in meantime efficient.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock.			Weight of Stock.			Test, per Certificate.				Weight Required by Rule.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	If Patent state name of Patentee.		If Stockless, state Mechanical Tests.
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire....											

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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