

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 8th Sept 1940 When handed in at Local Office 9th Sept 1940 Port of Glasgow
Survey held at Ardrossan Date, First Survey 21: 8: 40 Last Survey 2nd Sept 1940
Book. 122 on the Wood, Iron or Steel M.V. "LILSTER PRINCE" (No. of Visits 6)
TONNAGE: 3791 Built at Belfast By whom Harland & Wolff Ltd. When 1930 3
COS 1841 Owners Belfast S.S. Co Ltd Owners' Address as recorded
IDER DK. 1825 Managers Port belonging to Belfast

veyed Afloat or in Dry Dock? Afloat Name of Dock Ardrossan Destined Voyage
DBorDBa feet; uE&B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.
Only alterations in the existing records of tanks should be inserted.
B.—All alterations in the existing records should be underlined.
t Report, No. 62797. Port GLS.

tical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to
plete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and
nt of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated)
uld be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be
marised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars
uld be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters
ecoming this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he
ered his services for this purpose and to whom and why they were declined.

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.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1 with freeboard. 11,39 55 L1Y N02,38	+ LMC CS 5,39. DBS, 3,39 6,39. TS (OG) 6,39.
OIL PROTECTOR. CONTINUOUS SURVEY.	

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?

IRS, OR EXAMINATION AS PER RULE, FOR ALTERATIONS:-

This vessel has been taken over by the Ministry of Shipping (Sea Transport Dept.)
+ provision made for the carriage of oil fuel in No 2 Double Bottom Tank.
A copper dam has been formed between Nos 1 & 2 DB Tanks (The original Tanks
end retained + the 1st floor fore & a frame made watertight.)
The original Bilge Suction (Port side) in Hold has been extended to the C/Dam + Drain
Holes cut in margin + Centre Girders. A new sounding pipe has been fitted to C/Dam
+ led to foreboard deck. Ceiling is fitted on 2nd Battens on Tank Top in compliance
with the Rules. No 1 DB Tank tested + new Tank end found tight.

REGISTER BOOK:- The above allocation will necessitate an allocation in the record of (forward)

DB Capacity: The Surveyors at Belfast (where vessel was built) have been requested to forward
under Particulars sent to London.

RY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Fastenings	Cement or Asphalt	Oil Bunkers	Boats
Plating	Rudder	Scuppers	Masts, Yards, &c.
in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Frames	Windlass	Hatches	Equipment letter
inals	Have pumps been examined and found effi- cient?	Planking	Anchors, No. of
es	Have Sluice Valves been examined and found effi- cient?	Caulking	Cables (State if now ranged)
	Have Watertight Doors been examined and found efficient?	Treenails	length mean diam. (on board)
	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Rule length size
tom Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Tanks been examined internally?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Tanks been tested?		Stringers, Clamps & Shelves	Standing and Running Rigging
		Salting (State if examined.)	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 in efficient condition + eligible in my opinion
to remain as classed without fresh record of Survey.

Fee (per Section 20)	£	:	:	Fees applied for,
Damage or Repair Fee (if any)	3	3	0	17 SEP 1940
Exp. Expenses (if chargeable)	1	0	0	Received by me,
Surveyor's Fee (if any)				19

Surveyor's Minute

Character Assigned

Note RB. parts

GLASGOW 17 SEP 1940

100 A1 8.40 } on file 62797

with fba DBS. 9.

Surveyor to Lloyd's Register of Shipping.

TUE 1 OCT 1940

Lloyd's Register
Foundation

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.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.