

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27. 3. 43 When handed in at Local Office 27. 3. 43. Port of MANCHESTER.  
 No. in Survey held at MANCHESTER. Date, First Survey 17. 3. 43 Last Survey 24. 3. 19 43.  
 eg. Book. (No. of Visits 5.)

77406 on the ~~Wood~~ ~~Iron~~ ~~Steel~~ S.S. "LANCASTRIAN PRINCE".  
 TONNAGE: Built at Middlesborough. By whom Smiths Dock Co. Ld. When 1940 5  
 GROSS 1914. Owners Prince Line Ltd. Owners' Address  
 UNDER DECK 1510. Managers Furness Withy & Co. Ld. Port belonging to LONDON.  
 NET 920. No. 9 Dock and No. 3

Surveyed Afloat or in Dry Dock? Both. Name of Dock Drydock, Manchester. Destined Voyage  
 V.B. = Cell D Bor 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, rudders, and of the inner bottom plating, especially in the boiler space.  
 Last Report, No. 3770 Port Bos

CHARACTER. & for Special Survey. Date of last Survey and of Periodical Surveys.	Year of last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 with freeboard 10,42		IMC. 5,40. T S CL.
Tonnage opening closed 41 (WE).		

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.

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.  
 Owners' Superintendent - Not required Was a damage report made by anyone else? If so, by whom? Underwriters' Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE. Stated to have been caused by vessel encountering heavy weather on various dates between 24th and 31st January, 1943 whilst on voyage U.K. to U.S.A. and on 8th March, 1943 whilst on voyage U.S.A. to U.K.

NOW DONE FOR DAMAGE. Vessel placed in drydock, bottom and rudder cleaned, examined and recoated. Rudder lifted for examination of gudgeons and pintles. Rudder carrier found fractured (S.S). A number of rivets found defective in way of forefoot.

NOW DONE FOR CONDITION. Decks, casings, hatchways, ventilators, closing appliances, windlass, steering gear, etc. examined and found satisfactory.

DAMAGE REPAIRS NOW DONE. Defective rivets in way of forefoot caulked and E.W. and made efficient. New steel bush fitted in bottom gudgeon. New steel bush fitted in halves in way of guide bracket to rudder stock. Angle chocks fitted at forward and after ends of rudder carrier and wedges 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								

ESSENTIAL CONDITION OF THE	Good.	No.	Good.	Good.	Good.	Good.	Good.
State if Tanks have been examined inside	Good.	No.	Good.	Good.	Good.	Good.	Good.
State if Tanks now tested	"	No.	Good.	Good.	Good.	Good.	Good.
Bulkheads	"	Good.	Good.	Good.	Good.	Good.	Good.
Ceiling	"	-	Good.	Good.	Good.	Good.	Good.
Cement or Asphalt (State which.)	Efficient.	-	Good.	Good.	Good.	Good.	Good.
Rudder	"	Good.	Good.	Good.	Good.	Good.	Good.
Steering gear and its connections	"	"	Good.	Good.	Good.	Good.	Good.
Windlass	"	"	Good.	Good.	Good.	Good.	Good.
Have pumps now been examined and found efficient?	"	No.	Good.	Good.	Good.	Good.	Good.
Have Sluice Valves now been examined and found efficient?	"	No.	Good.	Good.	Good.	Good.	Good.
Have Watertight Doors now been examined and found efficient?	"	No.	Good.	Good.	Good.	Good.	Good.
Have Ventilators and their Coamings been examined and found efficient?	"	Yes.	Good.	Good.	Good.	Good.	Good.

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 pND24, &c."  
 This vessel, in our opinion, is eligible to remain as now classed in the Register Book with fresh record of survey 3,43 subject to rudder carrier casting being renewed at first opportunity.  
 The class of the vessel is also subject to indented plates Nos 8 in 1st strake (S.S) and No.1 in 3rd strake below sheer (P & S).

Survey Fee (per Section 20)	Special Damages Fee (if any) (per Sec. 20)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for, 27.3.1943.	Received by me, 19
£	£ 5	£	£	27.3.1943. R.H.J.	19

LICENCE CASE.  
 Committee's Minute  
 Character Assigned 100 A1 subject with fld  
 FRI. 16 APR 1943  
 R.H.J. Gordon for self & J. Hall  
 Surveyor to Lloyd's Register of Shipping.



