

18 OCT 1943

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 19... When handed in at Local Office 16 OCT 1943 Port of Sunderland  
No. in Survey held at Sunderland Date, First Survey May 24 Last Survey Oct 8 1943  
Reg. Book. 21644 on the Wood, Iron or Steel T.M.V. CHINESE PRINCE (No. of Visits 24)  
TONNAGE: — Built at Sunderland By whom J.L. Thompson & Son Ltd When 1943 MONTH 10  
GROSS 9485 Owners Prince Line Ltd Owners' Address  
UNDER DK 8388 Managers Furness Withy & Co. Ltd Port belonging to London  
NET 5752

Surveyed Afloat or in Dry Dock? Both Name of Dock Greenall's Destined Voyage  
Cell D B or D Ba 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. Port

(Periodical Surveys, when held, must be reported in detail and serially 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 Society's Freeboard (if assigned, as painted on Ship and now verified) ft. ins.

Owner's Superintendent, Not Required Was a damage report made by anyone else? if so, by whom? Yes, for Damage Commission

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused by

- (1) Bombing in River Mersey on 16<sup>th</sup> May 1943
- (2) Bombing in River Mersey on 24<sup>th</sup> May 1943
- (3) Collision in River Mersey with the tug "Eppleton Hall" & Barge SOCH on 23<sup>rd</sup> September 1943

At the request of the Authorities repairs have been limited to those considered necessary to maintain the vessel's seaworthiness and efficiency, and, when possible, material has been cropped and partly renewed, and minor unfairnesses have not been dealt with when efficiency is unaffected. A specification of deferred repairs has been drawn up and agreed upon by the War Damage Commission, Builders, & Owners and as no question of seaworthiness is involved, it is considered this matter

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	9	11	✓	✓	6	✓	4	As per report.
Removed and Fair'd or Repaired	4	✓	✓	✓	6	✓	4	
Fair'd or Repaired in place ...	6	8	✓	✓	11	✓	12	

## PRESENT CONDITION OF THE

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

## 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 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 report is supplementary to the First Entry Report which accompanies it.

Survey Fee (per Section 29) £ : : Fees applied for, 15 OCT 1943  
Special Damage Fee (if any) £ 105 : 0 : 0  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Committee's Minute  
Character Assigned see minute on 28 Rpt

Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation







DAMAGE N° 2 (CONT<sup>2</sup>)

Extensive damage to woodwork, furniture, "celotex" linings, in bridge deckhouses renewed or repaired as necessary.

Foremast removed ashore, half-round doubling plate cropped and part renewed, straps fitted, 2 T bar stiffeners fitted inside mast, scores in plating welded and dressed up, riveting overhauled.

3 derricks at nos. 1 & 2 hatches, 4 derrick blocks returned to makers for repair.

All foremast shrouds & foremast derrick stays, together with all running gear on derricks forward of bridge front, also 3 rigging screws renewed.

Forward port mainmast shroud renewed.

5 deck beams cropped & part renewed, 6 half beams removed, faired, & refitted.

11 beams faired in place, 19 beam knees renewed, 11 beam knees removed, faired, & refitted.

Upper deck girder plate between fore end of no. 2 hatch & no. 1 H1 bulkhead

cropped & faired, wrapper doubling plate fitted from deck to side plate,

hull of girder plate welded, doubling plate welded to sides.

3 pillars under upper deck in way of no. 1 hatch faired in place & rewelded.

1 pillar under upper deck in way of no. 1 hatch renewed.

UPPER DECK. Port Side

1 deck beam cropped & part renewed, 6 beam knees renewed, 6 beam knees removed, faired and refitted. Welding at top of 1 pillar at no. 2 hatch cut out & renewed.

2<sup>ND</sup> DECK.

1 plate renewed of increased width to cover hole in adjacent plate.

1 plate cropped along inboard edge, remainder faired in place.

Indents in three plates burnt out, and welded patches fitted.

1 stringer plate cropped and part renewed, 1 stringer plate faired in place.

12 post, 10 starb<sup>d</sup>, intercostal gusset plates renewed, welding of remainder examined and rewelded where necessary.

Plating and stiffeners on no. 1 H1 Upper Tween Deck Bulkhead, also stiffening under heavy derrick, renewed or faired as necessary.

2<sup>ND</sup> Deck girder plate, starb<sup>d</sup> side, between fore end of no. 2 hatch & no. 1 H1 Bulk<sup>hd</sup>

cropped, faired, & wrapper doubling plate fitted, from deck to side plate.

girder plate hull welded, strap fitted, & doubling plate welded to sides.

2<sup>ND</sup> Deck girder post - tripping brackets released & re-riveted, girder

flange faired in place.

6 post, 8 starb<sup>d</sup>, beam knees renewed; 7 post, 15 starb<sup>d</sup>, beam knees removed faired and refitted.

3<sup>RD</sup> DECK.

2 deck plates faired in place, 2 beam knees starb<sup>d</sup> renewed.

Remainder of beam knees, starb<sup>d</sup> side, in no. 2 hold, removed, faired, & refitted.

6 intercostal gusset plates, starb<sup>d</sup>, renewed, welding of remainder overhauled.

Shell, deck, tween deck bulkheads, hose. tested on completion of repairs.

Tank top plating in way of damage examined, nos 1 & 2 D.B. tanks examined internally and riveting hammer tested. All double bottom

deep, peak tanks tested on completion of repairs.

Lifeboats & fittings examined & repaired as necessary.



DAMAGE N° 3. Vessel examined afloat.

Shell Starboard Side indented slightly in two places, involving shell plates G10, G11, G12, F11, F12, and frames 75-76.

The riveting and caulking in way of damage has been overhauled.

Electrical Equipment - Damage No. 2.

Main Cables. Ring main cables and other cables in way of damage in No. 2 'tween decks renewed and cable plate repaired or renewed as necessary.

Forward Machinery Bottom panel of No. 1 section board renewed and switches and fuses renewed as necessary. Two double cargo connection boxes and one distribution fuse box renewed.

Engineers' Accommodation 13 berths on port side and 12 berths on starboard side rewired and feeds in alleyways renewed as necessary.

Passenger Accommodation 5 cabins on port side and 6 cabins on starboard side rewired.

Aft Accommodation 1 berth on port side and 5 berths on starboard side rewired.

Winches All winches removed, overhauled and replaced.

Starters Starters for ballast pump, compressor and stirring gear motors overhauled.