

REPORT of SURVEY for REPAIRS, &c.

# REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 76640 in R. B. Wreck Book, p. 56/38

Date of writing this report. 27th October, 1938

Vessel's Name Steel S.S. "Italian Prince" of London

Tons { Gross 3478  
Net 1782

Built at Haverston Hill - Fees When 1921 / 5 Casualty notice sent to Owner 13/9/38 Owner's reply 27/10/38

Owner's Name *Prince Line, Ltd. (Guinness, Withy & Co., Ltd., Mgrs.)*

Address *Furness House, Leadenhall Street, London, E.C.3.*

Case previously before  
Classing Committee.

### Particulars of Classification.

+ 100A/1	+ LMC 5,37
Shelter dk with	BS 3,330
freeboard 3,38	TS 3,38 CL
ss. No 3-7,33	Fitted for oil
	fuel 5,21 F.P.
ss. No 1-37	above 150°F

Date of Casualty 6th September, 1938.

Précis of particulars of Casualty..... This vessel is reported to have

caught fire in the engine room when about 30 miles off Finisterre on the 6th September, 1938, and abandoned. All the passengers and crew were rescued.

She was observed just before daybreak the following day still to be burning fiercely, but in the evening of September 8th, only burned wreckage and large oil patches were to be seen in the vicinity.

In view of the amount of traffic in this region and that no further report has come to hand, little hope is left that the vessel is still afloat.

In reply to the casualty notice, the Owners' Representative stated by telephone on the 27th October that they know of no reason why the class should not be taken out.

SOURCE OF INFORMATION.

**ITALIAN PRINCE.**—Lord's End Wireless Station, Sept. 6.—Following received from British motor vessel *Duranda* at 9.52 p.m., G.M.T.: SOS from British steamer *Italian Prince*, 30 miles S. 21 deg. W. of Flinstert, on fire. French tank steamer *Spramex* in sight of vessel ten miles away and proceeding there at once.

*Suggested Record*

Date of Committee

*Committee's Minute*

Abandoned on fire 9.38

88-10186-1  
OCT 28 OCT 1954

Abandoned on fire 938

Lloyd's Register  
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WS15-0050102



**ITALIAN PRINCE.**—London, Sept. 8.—The following information has been received from the owners of the steamer Italian Prince, dated Sept. 8: Italian steamer Atlantide is due at Portland, Dorset, on Sept. 9, p.m. (Note.—Atlantide has part crew and passengers rescued from Italian Prince on board.)

LL 9/9

**ITALIAN PRINCE.**—Portland, Sept. 9.—Italian steamer Atlantide, Spezia for Rotterdam, called here to-day and landed 11 passengers and 11 crew from steamer Italian Prince. (See also "Derelicts and Wreckage" under "Weather and Navigation.")

LL 10/9

## DERELICTS AND WRECKAGE

London, Sept. 9.—The owners of the steamer ITALIAN PRINCE have received the following message: Tug Thames circled the position of the ITALIAN PRINCE; no sign of vessel but passed a certain amount of wreckage, now returning home.

**ITALIAN PRINCE.**—Havre, Sept. 11.—Captain Halloway and passengers, officers and crew, totalling 24, of the British steamer Italian Prince, abandoned on fire off Cape Finisterre on Sept. 7, are now on their way to London. The French steamer Capitaine Augustin, which picked them up, arrived in the roads at Havre last night. The rescued Britons were transferred by tug to the Cunard White Star liner Ausonia, which left for London at 2 p.m. to-day. It is now confirmed that the fire on the Italian Prince broke out in the engine-room.—Reuter. (See also "Derelicts and Wreckage" under "Weather and Navigation.")

LL 12/9

## DERELICTS AND WRECKAGE

London, Sept. 10.—Information received from Messrs. L. Smit & Co., of Rotterdam, dated Sept. 9, states: Steamer ITALIAN PRINCE: The master of the tug Thames wirelessed last night (Sept. 8) that he had no further report since 8 a.m., Sept. 7, and that at 6 p.m., Sept. 8, he had passed large oil patches and burned cargo wreckage.

**ITALIAN PRINCE.**—London, Sept. 16.—Information received dated Sept. 15 states: A letter from Messrs. L. Smit & Co., Rotterdam, states that the master of tug Thames writes as follows: Steamer Italian Prince: In view of the traffic of shipping in these regions and the Italian Prince not having been reported but by the steamers Njassa and Montcalm only the day before—so that 24 hours earlier—little hope was left that we should still find the vessel afloat. We searched for the vessel and in the afternoon at six o'clock we sighted large patches of oil, in which also drifted some cargo with partly burned packing cases, picked up two cases and took off the labels. One case, containing ammonia, was jettisoned again, whereas the case containing varnish remained on board, as it was considered to be of no danger.

LL 17/9



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W150