

Sydney Turner Bryden will say:

I am a Master of Science of the University of Durham, a Member of the Institution of Naval Architects, and a Senior Surveyor on the Chief Ship Surveyor's Staff of Lloyd's Register of Shipping.

The s.s. "ITALIAN PRINCE" at the time of her loss was classed "100A1 Shelter deck with freeboard" with Lloyd's Register of Shipping and had the notation "Fitted for oil fuel 5,21. Flash point above 150°F".

The Second Special Survey No.1 was carried out at Barry in May, 1937, and the tail shaft and boiler surveys were carried out at West Hartlepool in March, 1938. There were, therefore, no outstanding classification surveys at the time the vessel sailed. A freeboard survey in accordance with the International Convention was carried out at Manchester in April, 1932, and Renewal Survey was held at Barry in 1937, when a new Load Line Certificate valid until the 7th May, 1942 was issued.

The Annual Load Line Survey was held at Manchester in June, 1938.

I produce the following reports:

1. Barry Report	23379, May, 1937, Hull & Machinery
2. Newport News Report	5039, Aug., 1937, Machinery
3. Capetown report	2257, October, 1937, Machinery
4. Port Elisabeth Report	410, October, 1937, Machinery
5. Port Natal Report	2783, October, 1937, Hull
6. Capetown Report	2268, November, 1937, Hull
7. Philadelphia Report	7423, December, 1937, Hull and Machinery
8. W. Hartlepool Report	17809, March, 1938, Hull, Machinery and Boilers
9. Manchester Report	9269, June, 1938, Hull
10. Manchester Report	29966, April, 1932, Freeboard report



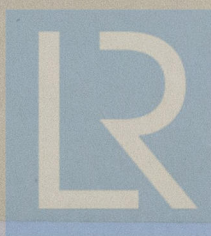
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11. Freeboard Renewal Survey report (Barry) May, 1937
12. Freeboard Annual Survey report (Manchester) June, 1938
13. International Load Line Certificate No. 10995

The plans of the steamer were approved on the 17th September, 1919. On the 9th December, 1920, Notice No. 1349 was issued containing certain amendments to the Rules of Lloyd's Register regarding the Burning and Carrying of Oil Fuel. These requirements would become obligatory on the 9th June, 1921, and were embodied in Section 49 of the 1921-22 Rules. Clause 14 of this Section relates to the oil pressure pipes, their material, position, construction and testing. Clause 17 relates to the oil fuel pressure pumps, the steam supply for the fire extinguishing apparatus, and their control from accessible positions in the event of a fire taking place in the compartment in which they are situated. Clause 24 relates to water service pipes and hoses fitted so that the stokehold plates and tank tops under the boilers can at any time be flushed with sea water, and in addition, require steam from the auxiliary range of piping to be led to pipes perforated for the emission of steam into the lower parts of the boiler room.



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