

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MAR 19 1938

Date of writing Report 11-3-38 When handed in at Local Office 18-3-38 Port of West Hartlepool
 No. in Reg. Book. Survey held at Hartlepool Date, First Survey 8th February, Last Survey 9th March 1938
 27084 on the Machinery of the Wood, Iron & Steel Se. "ITALIAN PRINCE" (No. of Visits eighteen)
 Tonnage Gross 3478 Vessel built at Haverton Hill-on-Tyne By whom Furness S. B. & Co. Ltd. When 1921 Jmo
 Net 1782 Engines made at Sunderland By whom Richardsons, Hartlepool & Co. When 1921
 Nominal Horse Power 538 Boilers, when made (Main) 1921 (Donkey)
 No. of Main Boilers 358 Owners Prince Line, Ltd. Owners' Address as recorded
 No. of Donkey Boilers ✓ Managers Furness, Withy & Co. Ltd. Port London Voyage
 Steam Pressure in Main Boilers 100 lb If Surveyed Afloat & in Dry Dock Central Dk.
 in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) AS Alteration, Damp

(Periodical Surveys, when held, must be reported in detail and 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 briefly summarized at the end of the report. 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 why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " "

If this was not done, state for what reasons? ✓And what parts of the Boilers could not be thus thoroughly examined? ✓Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? ✓State latest date of internal examination of each boiler Mar 16-2-38, Port & Centre 17-2-38. Present condition of funnel(s) GoodDid the Surveyor examine the Safety Valves of the Main Boiler? Yes.To what pressure were they afterwards adjusted under steam? 180 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? ✓and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? Yes.and of the Donkey Boilers? ✓Has screw shaft now been drawn and examined? Yes.Is it fitted with continuous liner? Yes.Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.Has shaft now been changed? No. If so, state reasons ✓Has the shaft now fitted been previously used? ✓Has it a continuous liner? ✓Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓State date of examination of Screw Shaft 7-3-38.State the distance between lignum vitae co-bushing-metal of stern bush and top of after bearing of screw shaft 5/32".

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Boiler Survey: All boilers examined internally and externally together with their safety valves, mountings, manholes, doors and their fastenings. The safety valves afterwards adjusted under steam for a working pressure of 180 lbs per sq inch. The boilers found to be, or now placed, in safe working condition. Repairs: All plain smoke tubes in port and starboard boilers renewed. The boilers afterwards tested with hydraulic pressure 100 lbs per sq inch and proved tight.

Alterations: Smoke tube superheaters fitted to port and starboard boilers. New liners fitted to High Pressure steam cylinder and valve chamber. High Pressure steam piston renewed and valve made to suit. Diameter of High Pressure cylinder increased to 26". The necessary additional steam pipes and castings

General Observations, Opinion, and Recommendation: This vessel's Engines & Boilers are

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.N., &c.)

eligible in my opinion to be continued as classed in the Register Book with fresh records B.S. 3-38 and screw shaft seen 3-38.

Port & Starboard boilers Spt. Dia of H.P cylinder 26"

Delete from S.R.C.: Spt. A plain tubes to renew at first opportunity.

Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : : Received by me, 19

S. Brooke Smith

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

S.S. "Italian Prince"

tested as required by the Rules. Upon completion of the alterations the engines and boilers with their superheaters examined under working conditions and found satisfactory. Superheater safety valves adjusted.

Damage:- On account of propeller stated to have fouled a barge, when leaving London for Hamburg on the 29th January 1938, the vessel placed in dry dock and the propeller, screw shaft, stern bush and outside fastenings of sea connections examined.

All four (4) blades of the propeller were found to be damaged, two (2) being set over about 3" and two (2) bent at tip about 1"; the edge of one blade being chipped & broken. The propeller blades have now been properly faired and the broken edge built up. Propeller afterwards repitched. The propeller refitted to screw shaft and all left in good working condition.

J. Brooke Smith /



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