Rpt. 9.

No. 410

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

(Received at London Office OCT 25 1937)

Date of writing Report 9. 10. 1937 When handed in at Local Office ..... 19 Port of Port Elizabeth

No. in Reg. Book. 27084 Survey held at Port Elizabeth Date, First Survey 9. 10. 37 Last Survey 9. 10. 1937 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Italian Prince"

Tonnage { Gross 3478 Net 1782

Nominal Horse Power { 538

No. of Main Boilers 3

No. of Donkey Boilers

Steam Pressure— in Main Boilers 180

in Donkey Boilers

Vessel built at Hull on Tees By whom Furness Shipbuilding Co When 1921-5

Engines made at South Shields By whom Richardson Westgarth & Co When 1921

Boilers, when made (Main) 1921 (Donkey)

Owners Prince Line Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Furness Withy & Co Ld. Port London Voyage

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. 2257 Port C Tn

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1		✠ LMC. 5.37
S.S. Nul. No. 3 - ~~2/3~~ 7.33		~~NS 7.33~~
Shelter dk midship		~~BS 6.36~~
5.37		CH 5.37
S.S. Dry Nov 1-37		
		FITTED FOR OIL FUEL 5.31 F.P. ABOVE 150° F.

Particulars of Examination and Repairs (if any)

(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 briefly summarised 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?

" " 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 those parts of each Boiler?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft

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

Is electric light and/or power fitted?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Starboard Boiler.

Two stays in combustion chamber back-plate, in way of furnace bridge (Port Furnace) had threads renewed with a special made die-nut & two new nuts fitted.

One stay in the same position (Starboard Furnace) had repairs effected in a like way. with boiler full of water.

General Observations, Opinion, and Recommendation:— This vessels boiler is in good

(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 ✠LMC CS 3,34, 140 lb., F.D., &c.)

efficient order & in my opinion eligible to remain as classed without fresh record of Survey.

Survey Fee (per Section 29) ..... £ : :

Special Damage or Repair Fee (if any) ..... £ : (per Section 29.)

Travelling expenses (if chargeable) ..... £ : :

Fees applied for 19

Received by me, ... 19

H. M. Richardson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Had a Survey also been held on Ship? No.

If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to No

10m.4,34.—Transfer Ink.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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W515-0188