

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

(Received at London Office Oct 4 1937)

Date of writing Report Sept. 7, 1937 When handed in at Local Office Sept. 7, 1937 Port of Newport News, Va.,

No. in Reg. Book 27084 Survey held at Newport News, Va. Date, First Survey Aug. 15, Last Survey Aug. 21, 1937

on the Machinery of the WATERBURY Steel S/S "ITALIAN PRINCE" (No. of Volls 6)

Tonnage Gross 3478 Net 1782 Vessel built at Haverhill-on-Tees whom Furness S.B. Co. Ltd. When 1921 - 5

Nominal Horse Power 538 Engines made at Sunderland. By whom Richardsons, Westgarth & Co. Ltd. When 1921 - 5

No. of Main Boilers 3 Boilers, when made (Main) 1921 - 5 (Donkey)

No. of Donkey Boilers 1 Owners Prince Line, Ltd. Owners' Address London. Voyage New York.

Managers Furness Withy & Co. Ltd. (If not already recorded in Appendix to Register Book.)

Surveyed Afloat Yes (State name of Dock) N.M.S.B. & D.D. Co.

Last Report No. 23379 Port Bry. Dem. & Engine & boiler repairs.

Particulars of Examination and Repairs (if any)

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?

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

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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft

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

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

Damage stated to have been sustained by the machinery of the vessel and stated to be due to the salting up of the boiler feed water during the recent projected voyage from New York to South Africa. In consequence of experiencing broken feed pipe lines and other machinery defects, the vessel put into Keywest, Fla., where damage repairs were effected sufficient to enable her to proceed from that port to Newport News, Va., for further repairs.

For further particulars please see copy of damage report attached hereto.

NOW DONE:-

The heating surfaces of the boilers were thoroughly cleaned and scaled. All leaky tubes re-expanded and made tight. The combustion chamber back plate of the center furnace of the starboard boiler faired up and 10 new stays fitted in way of the repairs. The combustion chamber back plate in the starboard furnace of this boiler also faired up and four screw stays renewed in way of same. Four screw stays were renewed in the port boiler and three caulked.

General Observations, Opinion, and Recommendation:-

(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, R.S. 9.11, R.&H.S. 9.11, & L.M.C. 9.11, or G.L.M.C. 140 lb., P.D., &c.)

as far as seen, are eligible in my opinion to remain as classed without fresh record of survey, subject to the plain tubes of the starboard boiler being renewed at the first convenient opportunity.

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

Committee's Minute

Assigned

J. P. Hudson
Engineer Surveyor to Lloyd's Register of Shipping.

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WS15-0190/13

~~S/S "TITANIC PRINCE"~~

All caulking edges overhauled and made tight as found necessary.

On completion of repairs, a hydraulic test of 200 Lbs. per square inch was applied to the boilers and during this test, ten (10) tubes in the starboard furnace of the starboard boiler split. These tubes were removed and renewed. On completion of this, a second test was applied and three (3) additional tubes split and these were fitted with stoppers.

All choked tubes cleared and furnaces and back ends cleaned and all carbon deposit removed.

The main check valve bodies and seats and auxiliary check valve bodies and seats machined as found necessary and new valves fitted to the main checks. One auxiliary check valve renewed and the other two (2) machined and ground in.

The main engine stop valve disconnected from main steam pipes and cylinder casting and removed to shop. The damaged valve seats removed and renewed and the valve machined as found necessary, ground in and made tight and tested.

All main piston rod and valve spindle rod metallic packing removed, cleaned and refitted in place, renewing sash springs as found necessary.

All tubes removed from the auxiliary condenser; one tube plate removed and all spaces thoroughly cleaned out. New tubes and ferrules fitted and the condenser tested, proven tight and in good working order and doors rejointed.

The drain cocks from water gauge mountings removed, new plugs made and fitted and the packing and gland nuts machined to suit and all refitted in place as originally.

All parts attached to the "Brunditt" circulators removed, cleared and refitted in place; and all pipes found "holed" renewed.

The ram of the evaporator feed pump trued up and new neck bushings fitted. The double eye of ram brazed up and new pin fitted. The connecting rod top bushing renewed and new pin fitted.

All fittings removed to enable the above repairs to be carried out, replaced as before.

~~REPAIRS:-~~ (Owners).

Weir Feed Pump opened up and examined. Shoulders ground off in steam cylinders - packing rings freed up and adjusted. One crosshead machined in way of threaded portion; end of pump rod built up and threaded to fit. Grooves in water end buckets machined and new rings fitted. Valve gear and valves overhauled and valve gear rebushed and new pins fitted, Fork ends welded and machined.

One steam control manifold removed and four valves re-seated.

The suction and delivery valve decks machined and valves built up and refitted.

Suction pipe from cascade filter to feed pump renewed.

Main delivery feed pipe renewed for a length of six feet - new flanges fitted.

Suction and delivery covers (4) of main feed pumps machined and defective studs renewed. New Kinghorn valves fitted to all four valve chests.

One feed pump gland renewed.

Main engine L.P. valve spindle guide brass renewed. L.P. bottom end overhauled

and adjusted. Fuel oil transfer pump opened up and examined. New piston rings

fitted and pump generally overhauled and adjusted. * Extra feed cock from engine room

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tank renewed. Port and starboard engine room tanks cleaned.

Two new strong backs made and fitted to main engine bilge pump valve covers.

Two copper fuel oil pipes to oil burners renewed and one repaired.

Four internal feed pipes renewed. Electric lights to water gauges in engine room and steam gauges in stokehold repaired with part new fittings.

New top end pins fitted to connecting rods of steering engine; valve gear and valve spindle eyes reamed out and new pins fitted.

Dynamo exhaust valve cover renewed.

Bottom cover of feed heater rejointed.



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