

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

When handed in at Local Office

14/5/1937 Port of

BARRY.

No. in
Reg. Book.

Survey held at

BARRY.

Date, First Survey

30/4/37

Last Survey

13/5/1937

72285. on the Wood, Iron or Steel

'ITALIAN PRINCE'.

TONNAGE—

GROSS 3478.

UNDER DECK 2897.

NET 1782.

Built at Haverhill Mill on Tees By whom Furness S.B. Co. Ltd.

Owners Prince Line Ltd.

Managers Furness Withy & Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Port belonging to

London.

When

YEAR

MONTH

1921 5

Surveyed Afloat or in Dry Dock?

Both.

Name of Dock Barry Graving Dock.

Destined Voyage

WB=Cell DBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 94652 Port hwe.

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined

yes, not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage a S.S. 2nd 11.1 now held.

Damage stated to have been sustained through,

1. Striking lock entrance at Queens Dock, Cardiff on 21st January 1936.
2. Striking lock entrance at Drelam Locks on 19th March 1936.
3. Lighters bumping alongside at Workhouse Bay on 3rd 4th 5th August 1936.
4. Striking lock entrance at Middlesbrough on 17th November 1936.
5. Touching bottom in Grande River on 17th April 1937.
6. Striking quay wall at Nantes on 18th April 1937.

Now done:—

Vessel placed in dry dock, bottom & under cleaned & examined.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	—	—	—	—	—	—	—	—
Removed and Faired or Repaired	3	—	—	—	—	—	—	See Report.
Faired or Repaired in place	12	7	—	—	—	—	—	—

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	yes	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	—
Caulking of Decks	"	State if Tanks now tested	yes	Dblg. Plates under Sounding Pipes	"	(State if on Belt).	—
Coamings	"	Bulkheads	good	Engine Room Skylights	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	good
Outside Plating	"	Cement on-deck	"	Oil Bunkers	—	Masts, Yards, &c.	"
" " in way of sidelights	"	Rudder	"	Scuppers	good	Condition, how ascertained	aloft.
Breasthooks	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	—
Transoms	"	Windlass	"	Hatches	"	Sails	—
Frames	"	Have pumps now been examined and found efficient?	yes	Planking of Wood Vessels	—	Equipment letter	X
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	—	Caulking	ditto	Anchors, No. of	35. 15.
Longitudinals	—	Have Watertight Doors now been examined and found efficient?	yes	Treenails	ditto	Chain Locker	good
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	ditto	Cables (State if now ranged)	yes
Floors	good			Transoms Pointers, & Outches	ditto	.. length	270 fms. mean diam. 2 1/2"
Keelsons	"			Timbers of Frame at openings	ditto	.. Rule length	270 fms. size 2 1/2"
Stringers	"			Ditto Ditto at other places	ditto	Hawser & Warps	good.
Inner Bottom Plating	"			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	—
				Balting	ditto		

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and pEND24, &c."

This vessel is eligible in my opinion to remain as classed with fresh record of survey 5.37 = notation of S.S. BRY. 11-37.

Survey Fee (per Section 20) £

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 20) £

19.

Travelling Expenses (if chargeable) £

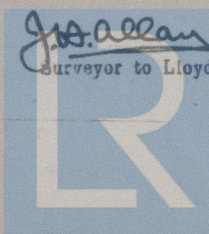
Received by me,

Second Surveyor's Fee (if any) £

19.

Committee's Minute

Character Assigned



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Lloyd's Register Foundation

WS15-0191/13

'ITALIAN PRINCE'

Damage Remains:

1. Shell, port side. J3. KA failed in place. JA removed failed & replaced.
Bulldog wing plate - frame failed in place.
A main frames failed in place.
2. Shell, port side. H6. L6. failed in place. J5. K6. removed failed & replaced.
2 main frames failed in place.
3. Shell, port side. G7. J8. 10. L12. 13. failed in place.
4. Shell, port side. H3. 1 main frame failed in place.
5. Shell, Keel 3 failed in place.

Riveting & caulking of bottom shell overhauled & made good.

A few minor riveting repairs effected in D.B. tanks.

All tanks tested. found satisfactory.

Rudder lifted, locking pintle & all bushes renewed. Riser fitted.

6. Shell Nubol. side. 1 bulwark plate faded in place.

Riveting & caulking in way of all shell repairs made good.

All disturbed work replaced or have renewed as necessary.

Shell hose tested on completion of repairs - found satisfactory.

Special Survey 2nd no. 1 :-

Vessel placed in dry dock, bottom & midder cleaned examined & coated.

Holds, tween decks, bunkers & machinery space cleared & ceiling lifted as required by the Rules. All double bottom tanks, &

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Iron Stream Chain
or Steel Wire....

fore - aft peak tanks, ^{hull} deck tank tested - subsequently examined internally. Steelwork generally examined, scaled & coated as necessary.

Decks, casings, hatchways, hatches, vents & coamings, peak spaces, ash shoot, anchors & cables, chain locker, plating under lights, masts & rigging, windlass, steering gear, pumps, w.T. doors, air & sounding pipes, & general equipment examined. Doubling plates found or fitted under all sounding pipes. Freeboard verified. It was not considered necessary to drill the shell plating.

(SEE SHEET 2.)

BARRY.

Continuation of Report No. 2334 dated 14th May 1954 on the

'ITALIAN PRINCE.' (SHEET 2).

Wear & Tear Repairs:-

- 1 small doubling fitted on E.R. Tank top.
- Minor Tank top riveting & caulking made good.
- 2 Tank side lugs in no. 2 hold removed & refitted.
- Minor mast & rigging repairs effected.
- 20 double hatch covers renewed.
- 1 fiddle door lock renewed.
- A number of minor general repairs effected.

S.R. list:- H3 port side - 1 frame in way, now dealt with under Damage no. 4.

JMG.



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WS15-0191 3/3