

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report May 21st 1925 When made in at Local Office 19 Port of Toronto
 No. in Survey held at Kingston, Ont. Date, First Survey Mar. 21st Last Survey April 1st 1925
 Reg. Book: 82083 on the Wood, Iron or Steel Screw (Lug) "SALVAGE PRINCE" Master 4

TONNAGE:- Built at Selby By whom Cochrane & Sons Ltd. When 1924 MONTH 3
 GROSS 184 Owners Grant Pyke Port belonging to London, Eng.
 UNDER DK. 17 Owners' Address Kingston, Ont. Managers E. C. A. Clark
 NET 60 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Collingwood S.B.Co. Destined Voyage Kingston Ont.
 WB-Cell DBor DBa feet; u&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 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. 35095 Port Intl

Periodical Surveys, when held, must be reported in detail and serially 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 required to state whether he offered his services for this purpose and to whom and why they were declined Copy attached. Society's Freeboard (if assigned) as painted on Ship and now verified ft. 1.5.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged to have been sustained on the dates, and under the circumstances set forth below:-

- (1) May 1st 1924: through grounding in the St. Lawrence River, outside of the Canada Star Co's dock at Cardinal, Ont.
- (2) December 1st 1924: through pounding against the S.S. "A. D. McTIER", while engaged in the salvaging of that vessel in a heavy gale on Lake Ontario.
- (3) December 1st 1924: through grounding while engaged in the salvaging of the S.S. "A. D. McTIER", which was stranded in Lake Ontario.
- (4) December 28th 1924: through propeller striking submerged obstruction while manoeuvring in Sodus Bay, Lake Ontario.

(see over)

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faird or Repaired	<u>18</u>							
Faird or Repaired in place	<u>10</u>	<u>48</u>		<u>20</u>				<u>Stem shoe faird in place.</u>

PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>yes</u>	Dblg. Plates under Sounding Pipes <u>—</u>	Copper, or Y.M. of Wood Vessels. (State if on Felt.)
Caulking of Decks <u>"</u>	State if Tanks now tested <u>no</u>	Engine Room Skylights <u>good</u>	When put on, Month <u>—</u> Year <u>—</u>
Waterways <u>"</u>	Bulkheads <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Boats <u>—</u>
Coamings <u>"</u>	Ceiling <u>—</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>—</u>
Beams & Fastenings <u>"</u>	Cement or Asphalt (State which.) <u>—</u>	Cargo Hatchways <u>none</u>	Condition, how ascertained <u>—</u>
Outside Plating <u>"</u>	Rudder <u>good</u>	Hatches <u>good</u>	(State if wedges removed)
Caulking of ditto. <u>"</u>	Steering gear and its connections <u>"</u>	Planking of Wood Vessels <u>—</u>	Sails <u>—</u>
Rivets <u>"</u>	Windlass <u>"</u>	Caulking ditto <u>—</u>	Equipment letter <u>—</u>
Breasthooks & Crutches <u>"</u>	Have Pumps now been examined and found efficient? <u>not examined</u>	Treenails ditto <u>—</u>	Anchors, No. of <u>—</u>
Transoms <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>not examined</u>	Breasthooks & Stemson ditto <u>—</u>	Cables (State if now ranged) <u>—</u>
Frames <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>not examined</u>	Transoms, Pointers, & Crutches ditto <u>—</u>	" length size <u>—</u>
Revers Frames <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Timbers of Frame at openings ditto <u>—</u>	" Rule length size <u>—</u>
Floors <u>"</u>		Ditto ditto at other places ditto <u>—</u>	Hawser & Warps <u>—</u>
Keelsons <u>"</u>		Stringers, Clamps & Shells ditto <u>—</u>	Standing & Running Rigging <u>—</u>
Stringers <u>"</u>		Salting ditto <u>—</u>	
Inner Bottom Plating <u>none</u>		(State if examined.)	

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is in good and efficient condition, eligible in my opinion, to remain as classed in the Register Book and to have record of survey 4, 25.

Survey Fee (per Section 20) £

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

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for.

May 1st 1925

Received by me.

19

Committee's Minute

FRI. 12 JUN 1925

Character Assigned

100%

For Tow. purps

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

009050 009057 0185 1/2

... the Georgia Press associate care must be taken that the enclosing never is not so much damaged as to spread the ink, or to cause it to show through to the other side.

- THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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- While the
neither the
state issue
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as originally
was satisfactorily tested.
new account, (see continuations)

On their own account the owners had considerable work done with regard to reinforcing for protection against ice and other unusual conditions met with in the service under which the tug is engaged.

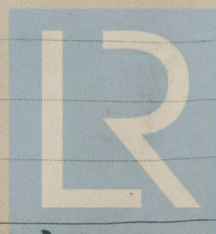
This reinforcing consisted of fitting intermediate frames from the stem to frame no. 22; fitting a new stringer from frames 31 & 50 and fitting doubling plates on D strake over plates D4 and D5, all as follows:-

Twenty one intermediate frames, port and starboard, varying in length from 3'-9" to 7'-8" from main deck downwards, of 5"x3"x $\frac{3}{8}$ " angles.

New stringer of 6"x3"x $\frac{3}{8}$ " channel 18'-0" long on port side and 16'-2" long on starboard side, bracketed to bldgs. 31 and 50, and 31 and 49 respectively.

Doubling plate port and starboard, 12'-11"x5'x $\frac{3}{8}$ " on D4, and 12'-11"x3'x $\frac{3}{8}$ " on D5.

The above work was carried out in a thoroughly workmanlike manner.



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