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TORONTO, ONT.

May 1st. 1925.

JOHN STEPHEN,

Owner, visit the Screw Tug "SALVAGE PRINCE", 184 tons gross, of London, England, Robert Siddell, Master, for the purpose of determining nature and extent of damage alleged to have been sustained on the vessel, and under the circumstances hereafter set forth.

May 29th, 1924: through grounding in the St. Lawrence River, outside of the Canada Starch Co's. dock at Cardinal, Ontario.

December 1st, 1924: through pounding against the S.S. "A.D. McTier" while engaged in the salvaging of that vessel in a heavy gale, in Lake Ontario.

December 1st, 1924: through grounding while engaged in the salvaging of the S.S. "A.D. McTier", which was stranded in Lake Ontario.

December 28th, 1924: through propeller striking submerged obstruction while manoeuvring in Soders Bay, Lake Ontario.

For further particulars see Protests and Log Book of vessel's Master.

On March 21st, and subsequent dates, the vessel then lying in dry at Kingston, Ontario, the undersigned on examination:-

FOUND.

RECOMMENDED.

Disaster of May 29th, 1924.

Shell Plating, Starboard Side.

A strake, No. 5 plate, } badly
B " No. 2 " } indented. To be removed, faired & refitted.
Average size of plates 13'4"x55"x5/16"

Keel No. 3 plate, slightly indented at forward end.

To be faired in place.

A strake, No. 4 plate, slightly indented at lower landing.

To be faired in place.

A strake, No. 6 plate, }
A " No. 7 " }

slightly indented between frames.

To be faired in place.

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(2) S.S. "SALVAGE PRINCE", May 1st, 1925.

FOUND.

RECOMMENDED.

Disaster of May 29th, 1924, Cont'd.

Shell Plating, Port Side.

A strake, No. 4 plate, slightly indented between frames.

To be faired in place.

Bottom Frames, Starbd Side.

Three frames and floor plates in way of A strake, No. 5 plate, and B strake, No. 2 plate, slightly distorted.

To be faired in place.

Caulking, about twenty feet of plate landing and laps leaking.

To be caulked and made tight.

Disaster of December 1st, 1924.

Shell Plating, Starboard Side.

The following six plates badly indented.

D strake, No. 4 plate,)	
D " No. 5 ")	
D " No. 6 ")	
E " No. 4 ")	
E " No. 5 ")	
E " No. 6 ")	

To be removed, faired & refitted.

Average size of plates 12'9 1/2"x42 1/2"x3/8".

Bulwark plate No. 8, slightly indented.

To be faired in place.

Shell Plating, Port Side.

The following five plates badly indented.

D strake, No. 5 plate,)	
D " No. 6 ")	
E " No. 4 ")	
E " No. 5 ")	
E " No. 6 ")	

To be removed, faired & refitted.

Average size of plates 12'9 1/2"x42 1/2"x3/8"

E strake, No. 8 plate, slightly indented.

To be faired in place.

Side Frames, 4"x3"x3/8" angle.

Twenty eight frames slightly distorted, as follows. Nos. 30, 32, 33, 34, 35, 36, 37, 38, 39, 41, 42, 43, and 44 on starboard side, Nos. 32, 33, 35, 36, 37, 39, 40, 41, 42, 38, 43, 44, 45, 46, and 47 on port side.

To be faired in place.

Bhd. frame No. 31, starboard, badly distorted.

To be cut out entirely, faired and refitted.

Bulkhead No. 31, Wing plate

starboard side, slightly indented.

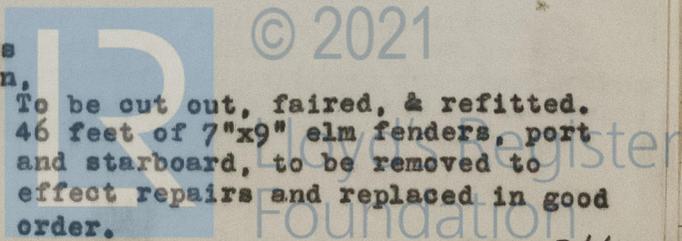
To be faired in place.

Fenders 5"x3" angles.

Ninety feet top and bottom angles port & starboard, slightly set in, in way of damaged plating.

To be cut out, faired, & refitted. 46 feet of 7"x9" elm fenders, port and starboard, to be removed to effect repairs and replaced in good order.

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(3) S.S. "SALVAGE PRINCE", May 1st, 1925.

FOUND.

RECOMMENDED.

Disaster of December 1st, 1924.

Shell Plating, Starboard Side.

The following four plates, badly indented.

- Keel, No. 6 plate, }
- " No. 7 " }
- A strake, No. 7 plate, }
- A " No. 8 " }

To be removed, faired, & refitted.

Average size of plates, 13'0"x52"x3/8"

B strake, No. 3 plate, slightly indented.

To be faired in place.

Shell Plating, Port Side.

The following three plates, badly indented.

- A strake, No. 6 plate, }
- A " No. 7 " }
- B " No. 5 " }

To be removed, faired, & refitted.

Average size of plates, 13'0"x52"x3/8"

A strake, No. 8 plate, slightly indented.

To be faired in place.

Bottom Frames, 4"x3"x3/8" angles.

Seventeen frames slightly set up and distorted as follows;

- Nos. 44, 45, 46, 48, 49, 50, 51, 52, 53, and 54 on starboard side,
- Nos. 40, 41, 42, 43, 46, 48, and 49, on port side.

To be faired in place.

Floor Plates, seventeen slightly buckled on the above frames.

To be faired in place.

Center Keelson.

One 3 1/2"x3 1/2"x3/8" angle distorted between two floors, about five feet long.

To be cut out faired, and refitted, with suitable buttstraps.

Stern Shoe, set up about one and one quarter inches.

To be faired in place. Rudder to be disconnected at stock coupling and unshipped to fair shoe and coupled up as before.

Disaster of December 28th, 1924.

Three propellor blades broken off at hub, remaining blade broken off about 9 inches from tip.

Four blades to be renewed.

Stern tube badly fractured, stern bearing bush broken loose and revolving on shaft.

Stern tube to be renewed. Stern bearing bush to be dressed up and fitted in new tube.

Tail shaft to be drawn and tested in lathe, the brass liner to be filed up true where scored. Intermediate, thrust, and crank shaft, to be disconnected and stripped for examination. The whole to be connected up as before and the engines tried under steam.

(4) S.S. "SALVAGE PRINCE", May 1st, 1925.

GENERAL RECOMMENDATIONS.

All parts removed in order to effect the repairs recommended under the headings of the various disasters, including all cement, ceiling, flooring, oil tanks, piping, valves, etc., etc., to be replaced in good order.

All new and repaired work to be coated as before.

All repaired plating to be satisfactorily tested for water tightness.

THIS FURTHER CERTIFIES that all recommendations in the foregoing report have been carried out under my supervision and completed to my satisfaction.

All parts removed to facilitate repairs were replaced in good order.

On completion of repairs, the repaired plating was satisfactorily tested, and the machinery tried under steam, the whole being found in the same good and efficient condition as before the disasters in question.

Repairs commenced March 21st, 1925
" completed April 1st, 1925.

Fee \$75.00
Expenses 25.00

John Stephen
Surveyor to Lloyd's Register.



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