

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19... When handed in at Local Office 7 OCT 1943 Port of Hull  
 No. in Survey held at 19... Date, First Survey 29. 12. 42 Last Survey 11. 9. 1943  
 Reg. Book... on the Salvage Vessel PRINCE SALVOR (Number of Visits 43)  
 Built at Goole By whom built Goole S.R.C. Co. Yard No. 390 Tons { Gross 1114 Net 372  
 Engines made at Huddersfield By whom made Whitton & Co. Ltd. Engine No. 888 When built 1943  
 Boilers made at Swindon By whom made Swindon & Co. Ltd. Boiler No. 4043 When made  
 Registered Horse Power 1500 total Owners Admiralty Port belonging to  
 Nom. Horse Power as per Rule 254 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES  
 Trade for which vessel is intended HM Salvage Vessel

ENGINES, &c.—Description of Engines Triple Expansion Dia. of Cylinders 14", 23 1/8", 38 1/2" Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3 Revs. per minute 140  
 Crank shaft, dia. of journals 7.37" as per Rule 7.37" as fitted 7.5" Crank pin dia. 7.5" Crank webs 12" Mid. length breadth 4 3/4" Thickness parallel to axis 4 3/4" Thickness around eye-hole 3 1/6"  
 Intermediate Shafts, diameter 7 1/8" as per Rule 7.02" as fitted 7 1/8" Thrust shaft, diameter at collars 7 1/2" as per Rule 7.37" as fitted 7 1/2"  
 Tube Shafts, diameter 8.1" as per Rule 8 1/6" as fitted 8 1/6" Is the { tube screw } shaft fitted with a continuous liner { Yes, as 2 separate liners }  
 Screw Shaft, diameter 8.1" as per Rule 8 1/6" as fitted 8 1/6"  
 Bronze Liners, thickness in way of bushes 542 as per Rule 9 1/6" as fitted 9 1/6" Thickness between bushes 542 as per Rule 9 1/6" as fitted 9 1/6" Is the after end of the liner made watertight in the propeller boss Yes  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner No, as separate liners  
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Yes  
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube at Yes If so, state type Oil Gland  
 Propeller, dia. 9' 0" Pitch 10' 0" No. of Blades 3 Material hemp whether Moveable No Length of Bearing in Stern Bush next to and supporting propeller 2' 11 3/8" Total Developed Surface 22.5 sq. feet  
 Feed Pumps worked from the Main Engines, No. NONE Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓  
 Bilge Pumps worked from the Main Engines, No. NONE Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓  
 Feed Pumps { No. and size Two 8 1/2", 6", 18" How driven Ind. Str. Pumps connected to the Main Bilge Line { No. and size One 1375 gal/min How driven Ind. Str. } 2-40 ton/hr  
 Ballast Pumps, No. and size Both foregoing Lubricating Oil Pumps, including Spare Pump, No. and size NONE  
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room E.R. 3-3" In Pump Room ✓ In Holds, &c. IP 15 of 3" in holds no. 1 & 2. 3-3" in tunnel & 1-5"  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size Two 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 4" in E.R. & one 4" in B.R. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes  
 Are all Sea Connections fitted direct on the skin of the ship Yes or on E.W. Str. Box Are they fitted with Valves or Cocks Both  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Above  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
 What Pipes pass through the bunkers NONE How are they protected ✓  
 What pipes pass through the deep tanks NONE Have they been tested as per Rule ✓  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door recum from above

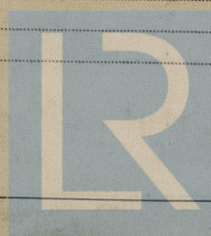
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4046 ft<sup>2</sup>  
 Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters NONE  
 No. and Description of Boilers 2 SB Working Pressure 200 lb  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓  
 Can the donkey boiler be used for domestic purposes only ✓  
 PLANS. Are approved plans forwarded herewith for Shafting 29.1.43 Main Boilers 21.3.42 Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)  
 Superheaters ✓ General Pumping Arrangements 8.10.42 Oil fuel Burning Piping Arrangements 11.12.42

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
 State the principal additional spare gear supplied As per Admiralty requirements

The foregoing is a correct description.

Manufacturer.



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Foundation

014023-014031-0145

# PRINCE SALVOR

During progress of work in shops -- *See NWC. Rpt No. 101239.*

Dates of Survey while building { During erection on board vessel -- *1942. Dec 29. 1943. Jan 29. Feb 1, 4, 8, 9, 11, 18. Mar 1, 15, 22, 23, 29. Apr 1, 15, 22. May 3, 6, 10, 13, 21, 25. June 1, 3, 10, 21, 23, 30. July 1, 27, 28. Aug 12, 13, 16, 28, 29, 30, 31. Sep 1, 7, 9, 11.*

Total No. of visits *43.*

Dates of Examination of principal parts -- Cylinders *No. 101239* Slides *No. 101239* Covers *No. 101239*

Pistons *See NWC.* Piston Rods *Rpt No. 101239* Connecting rods *No. 101239*

Crank shaft *See NWC.* Thrust shaft *Rpt No. 101239* Intermediate shafts *No. 101239*

Tube shaft *See NWC.* Screw shaft *Rpt No. 101239* Propeller *No. 101239*

Stern tube *P 8/2/43 S 9/2/43* Engine and boiler seatings *11/2/43 18/2/43* Engines holding down bolts *10/5/43*

Completion of fitting sea connections *1/3/43*

Completion of pumping arrangements *20/8/43* Boilers fixed *15/3/43* Engines tried under steam *8/9/43*

Main boiler safety valves adjusted *16/8/43* Thickness of adjusting washers *FB 1 3/32 P & S. AB 1 3/32 P 1 1/32 S*

Crank shaft material *See NWC.* Identification Mark *No. 101239* Thrust shaft material *No. 101239* Identification Mark *No. 101239*

Intermediate shafts, material *See NWC.* Identification Marks *Rpt No. 101239* Tube shaft, material *No. 101239* Identification Mark *No. 101239*

Screw shaft, material *See NWC.* Identification Mark *No. 101239* Steam Pipes, material *STEEL* Test pressure *600 lb* Date of Test *27/5/43*

Is an installation fitted for burning oil fuel *YES* Is the flash point of the oil to be used over 150° F. *YES*

Have the requirements of the Rules for the use of oil as fuel been complied with *YES*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *No* If so, have the requirements of the Rules been complied with *✓*

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *✓*

Is this machinery duplicate of a previous case *YES* If so, state name of vessel *Simois Yd. No 752/5 King Salvor*

General Remarks (State quality of workmanship, opinions as to class, &c.)

The above machinery has been installed in "Prince Salvor" under Special Survey in accordance with approved plans, Specification and the Rules. Materials and workmanship are good. The machinery tested under working conditions and found satisfactory and is eligible in my opinion to be classed in the Register Book \* LMC 9,43 with the notation T 6 cyl. 14", 23 1/8", 38 1/2" - 24". 254 NHP. 25B. 200 lb, 6 cf. HS 4046 lb, F.D. Fitted for oil fuel, F.P. above 150° F.

On completion of all trials specially examines E.W. fabricated steel braplates & columns and found same satisfactory.

The Electrical Installation is stated to be in accordance with Admiralty Specification and that the supervision during installation has been carried out by Admiralty Officers.

Basis Bessemer Steel used for auxiliary steam pipes.

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

The amount of Entry Fee ... £ : : When applied for, *7 OCT 1943*

Special *CLASS. (PARTIAL) 37 : 16* *Spec. 63 : 0*

Donkey Boiler Fee ... £ : : When received, *ADAMALTY*

Travelling Expenses (if any) £ : : *A/c rendered from London 27.10.43*

*W. Shields*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *WED. 20 OCT 1943*

Assigned *+ LMC 9.43 F.D.*