

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

(Received at London Office)

Date of writing Report 19 31/8/14 When handed in at Local Office 14 Port of Hull RECEIVED - 2.1914

No. in Reg. Book 261 Survey held at Hull Date, First Survey 25/8/14 Last Survey 29/8/1914 (No. of Visits 3)

261 on the Machinery of the Wood, Iron or Steel Sc K. "Onward" Master

Tonnage { Gross 266 Net 112 Vessel built at Selby By whom Cochrane & Sons When 1908-4

Registered Horse Power 98 Engines made at Hull By whom C.D. Holmes & Co. When 1908

No. of Main Boilers one Boilers, when made (Main) 1908 (Donkey)

No. of Donkey Boilers none Owners Gt. Northern S.S.F. Co. Ltd. Port Hull Voyage Fishing

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock St Andrew (State name of Dock.)

in Donkey Boilers

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Comp. BS & Sc. Shaft

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned to special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1		- LMC 8, 12
Stm Trawler		
11, 13		
SS Hull: N <sup>o</sup> 1-12		SL, 13

(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 briefly summarized at the end of the report. 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 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?

Do. " Donkey "  If this was not done, state for what reasons? See Hull Report No 27652

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? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? 190 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners?  or is it without liners?

Has shaft now been changed? no If so, state reasons \_\_\_\_\_

Is the shaft now fitted new? no Has it a continuous liner?  or two liners?  or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stem bush rewooded.

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

*Safety valves adjusted under steam pressure.*

*Propeller & sea connection fastenings found satisfactory.*

*The screw shaft was found to be nicked at upper part of cone. It was recommended that the shaft be drawn in for examination in 12 months time - end of August, 1915*

General Observations, Opinion, and Recommendation:— This vessel's machinery  
(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 the survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&N.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.)  
now appears eligible for fresh record of BS-6, 14; & to remain as classed subject to the screw shaft being again examined before the end of August, 1915

Survey Fee (per Section 28) £ \_\_\_\_\_ Fees applied for \_\_\_\_\_

Special Damage or Repair Fee (if any) (per Section 28.) £ \_\_\_\_\_ 19 \_\_\_\_\_

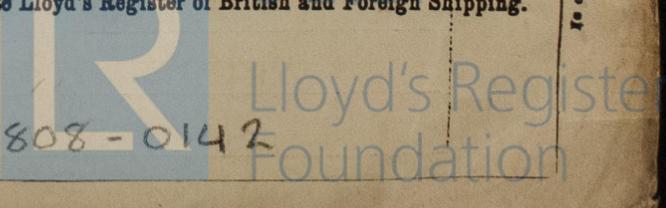
Travelling Expenses (if chargeable) £ \_\_\_\_\_ Received by me, \_\_\_\_\_

P. Fitzgerald.  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. SEP - 4. 1914 FRI. 28. JUL. 1916

Assigned As how subject  
withheld B.S. 6, 14

W808-0142



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to \_\_\_\_\_

BS due 4.14 complete  
Screw shaft found defective.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 6.17

S 8.17

It is submitted that  
this vessel is eligible to  
remain as CLASSED.  
Subject to the screw  
shaft being again  
examined before  
the end of  
August 1915

SP  
2.9.14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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