

LLOYD'S REGISTER OF BRITISH & FOREIGN SHIPPING:

Head Office: 71, Fenchurch Street, London, E.C.

COPY

Port of Vancouver,

July 24th, 1914.

THIS IS TO CERTIFY that T. G. Mitchell, the undersigned surveyor to this Society, did at the request of W. H. Barker, Esq., President and General Manager of the British Columbia Packers' Association, owners of the steam trawler "ONWARD HO", survey that vessel upon the Marine Railway, North Vancouver, on the 22nd of July and subsequent dates, for the purpose of ascertaining the nature and extent of damage reported to have been sustained in consequence of stranding at Monte Video, on the 30th of May, 1914, while on the passage out from England to Vancouver, for fuller particulars of which see the vessel's log books.

On making a careful examination the undersigned found and recommended as follows:

SHELL PLATING.

FOUND:

RECOMMENDED:

PORT SIDE

A STRAKE: Shell Plate No.
7 badly indented.

This plate to be cut out and renewed.

B STRAKE:

Shell plate No. 9 badly set
up and indented.

This plate to be cut out and renewed.

C STRAKE:

Shell Plate No. 8 set up, Plate No. 8 to be cut off and
scored and fractured, and renewed, and Plate No. 9 to be
shell plate No. 9 set up at the faired in place.
lower landing.

STARBOARD SIDE:

A STRAKE:

Shell plates Nos. 2 & 6 set These plates to be faired in
up slightly. place.

B STRAKE:

Shell plates Nos. 4, 5 & 6 Plates Nos. 4, 5 & 6 to be
indented slightly, and shell faired in place and Plate No. 8
plate No. 8 indented and set to be removed, faired and
up. replaced.

C STRAKE:

Shell Plates Nos. 6 & 7 Plates Nos. 6 & 7 to be
indented slightly and shell faired in place, and Plate No. 8
plate No. 8 badly set up. to be removed, faired and
 replaced.

FRAMES & FLOORS:

Four frames and floors in These frames and floors to be
way of the above mentioned repaired by fairing or corpping as
damage on the port side, and may be found necessary on removal
eight frames and floors in of the shell plates.
way of the above mentioned
damage on the starboard side
set up.



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BULKHEADS:

The after bulkhead of the oil tank on the port side, and the forward bulkhead of the oil tank on the starboard side started at the rivets in the angle bar attachments to the shell plates, and a bracket broken on the starboard side.

The bracket on the starboard side to be renewed, and the angle bar attachments on the port and starboard sides re-riveted.

KEEL:

The keel at the stern frame badly abraded.

This to be dressed down and smoothed.

BILGE KEEL:

The bilge keel on the port side bent at the forward end.

This to be heated and faired in place.

BUTT STRAPS:

Five butt straps started and leaking slightly.

re-
These to be caulked and made tight.

RIVETS:

Forty rivets in the stern frame and thirty-five rivets in the rudder loose.

All loose and broken rivets in the stern frame and the rudder to be cut out and renewed.

BULWARKS:

The bulwark plating on the starboard quarter set in slightly.

This plating to be heated and faired in place.

MACHINERY.

CONDENSER:

In bad condition, reported to be partly choked with sand.

The condenser opened out, cleaned, tested and put in good condition.

CIRCULATING PUMP:

Reported to be in bad condition, the impeller vanes scored.

The circulating pump to be thoroughly overhauled and placed in good condition.

PUMPS:

The air, bilge, feed and general service pumps in bad condition.

These pumps to be overhauled and placed in good working condition.

PIPING:

The main injection, bilge suction, and steam pipe for the reversing engine broken at the flange.

These pipes to be repaired and made good.

PROPELLER:

A small piece broken off the top of one blade.

The crank, thrust and intermediate shafts stripped, examined and placed in good condition.

The cylinders, valve chests, pistons and valves opened out for examination and any damage found, the same to be made good.

WINDLASS:

Reported to be in bad condition.

The valves and pistons of the windlass to be examined and placed in good condition, the holding down bolts renewed if found necessary.

PAINTING, CAULKING, ETC:

All started rivets in the bottom plating or in floors, frames, etc., to be cut out and renewed, and all started landings, seams, etc. to be chipped and caulked.

All rivet holes to be reamed and countersunk where required.

All broken or started cement in way of the damage to be cut out and renewed.

All new and repaired work to be properly coated, and the vessel's bottom to be cleaned and painted with the usual coats of approved paint.

The oil tanks to be tested to classification requirements and made tight where found to be leaking.

Upon completion of repairs, the engine to be closed up and tested under steam.

J. G. Mitchell

Surveyor to Lloyd's Register.



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