

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

(Received at London Office) WED. SEP 30 1914

of writing Report 12/9 19 14 When handed in at Local Office 12/9 19 14 Port of Vancouver.

in Book. Survey held at Vancouver & Victoria. Date, First Survey July 26th Last Survey August 20 19 14

64 on the Machinery of the Wood, Iron or Steel Sa K "ONWARD HO" (No. of Visits 9)

Age { Gross 328 Vessel built at Hull By whom Earle's Co., Ltd. Master H. Frederickson  
Net 156 Engines made at Do When 1907 3

stered { 96 By whom Amos & Smith When 1907  
Power {  
Main Boilers ISB Boilers, when made (Main) 1907 (Donkey)

Donkey Boilers Owners B.C. Packers' Association Port Vancouver Voyage B.C. Coast Fishing

Pressure 185 If Surveyed Afloat or in Dry Dock Slipway

Donkey Boilers Wallace Shipyards & Yarrows Ltd

Report No. Port

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the forms of the Rules. State clearly the nature 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 as being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case. 13/5/14. 26/5/14. 17/7/14. 24/7/14 - H.

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? Society, - recently forwarded

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " "

was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs.

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

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

Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

How shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

It now been changed? No If so, state reasons

How shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/32

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

Major repairs, - The H.P.I.P & L.P. Engines overhauled, the pistons, piston rods, valves and valve rods

and valve gear placed in good condition; the crank, thrust, and intermediate shafts examined and

found satisfactory; the screw shaft examined and found in good condition; the main bearings relined;

the condenser overhauled, tested, and placed in good condition; the bilge, air, feed and general

service pumps overhauled and placed in good condition; the circulating pump overhauled and fitted

with a new wheel and otherwise placed in good condition; the main injection, bilge suction, and the

steam pipe for the reversing engine repaired.

Local Annual Survey of Boiler, - The boiler examined, the interior parts found clean and free from

scaling or corrosion of any kind, and the exterior parts found free from corrosion and well protected

with paint; the furnaces gauged and found true to form; the safety valves and easing gear in good

condition, valves afterwards adjusted under steam to 185 lbs.

Installation of oil fuel installation, Now done, - P.T.O.

General Observations, Opinion, and Recommendation: -

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 this 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. & M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

It is recommended that the record of "Fitted for oil fuel F.P. above 150° F",

1 shaft seen 8, 14, and BS 8, 14, be made in the Register Book in the case of this vessel.

(per Section 99) £ 6. 0. 0 Fees applied for  
Age or Repair Fee (if any) £ : : 5/9 19 14  
Expenses (if chargeable) £ : : Received by me, 10

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

Committee's Minute FRI OCT 2 1914

ed B.S. 8, 14

Fitted for oil fuel 8, 14

F.P. above 150° F

Inter-Inspector of Ship and Machinery previously as in the Register Book

If a Certificate is required? If so, to be sent to



B.S. due to 14 new held & boiler  
fitted for oil fuel.

Damage, all engines opened  
up & minor repairs effected.

It is submitted that  
this vessel is eligible for  
THE MERCHANT. B.S. 8.14.

S. 8.14.

Fitted for oil fuel 8.14. F.P.  
above 150° F.

GRS

JUR

30/9/14

N.B.—If this Report is copied by Copying Press, special 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.

The ceiling removed from above the floors, the temporary openings in the after bulk-head permanently closed by steel plates riveted and caulked, the oil bunker afterwards tested by a head of water 15 ft above the top of the tank and found tight. The oil burning system fitted complete as per blue-print herewith, in addition there are means provided for working the oil fuel suction valves from the main deck not shown on the blue-print. All the requirements of Section 49 of the Rules have been complied with. The oil fuel has a flash point of about 200°.

J. G. Mitchell



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Foundation