

NOTED FOR POSTING

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

FRI. APR. 30. 1915

(Received at London Office)

Date of writing Report 29<sup>th</sup> April 1915 When handed in at Local Office 29<sup>th</sup> April 1915 Port of Aberdeen

Survey held at Aberdeen Date, First Survey 19<sup>th</sup> April Last Survey 29<sup>th</sup> April 1915

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. K. "Glen" Master Bochrane

Gross 266 Vessel built at Selby By whom Bochrane Bros When 1907 3  
Net 120 Engines made at Grimsby By whom St. Cat. Co-op Eng & Ship Reps When 1907

Registered Power 76 Boilers, when made (Main) 1907 (Donkey)   
Main Boilers 200 lbs Owners Brent Steam Fishing Co Ltd Port Grimsby Voyage Government Service

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER. Date of last Survey and of Periodical Surveys. Year Assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any).  
100 A. I. L.M.C 8-11  
Steam Trawler BS 7-14  
6-14  
S.Gms No 1 - 11 BS 7-14

Particulars of Examination and Repairs (if any) BS

Special Surveys, when held, must be reported in detail and serially in the terms 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? Yes

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

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

What parts of the Boilers could not be thus thoroughly examined? None

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? None

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners?

Has the screw shaft now been changed? Yes If so, state reasons Yes or two liners? Yes or is it without liners?

Has the screw shaft now been fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Survey Complete

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

Remarks: done. - The boiler and its mountings examined, both chamber back plates found slightly buckled between the stays, the plates being set in from the water side for about 1/2" at the worst places. all the screw stays in the vicinity of the buckles have now been renewed by admiralty officials who have taken over the vessel for Government service. 38 stays screwed in Port Chamber back and 35 in Starboard Chamber back. The boiler was examined after repairs were finished & also when under steam & found satisfactory. The safety valves were adjusted under steam to the above pressure. I.P. cylinder & piston have now been opened up by admiralty officials & also the steam windlass. The I.P. piston rod & windlass piston rods

Concluding Observations, Opinion, and Recommendation: - P.T.O.

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, E.S. 9, 11, E.&M.S. 9, 11, or L.M.C. 4, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 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Machinery of this vessel is now as far as seen in a good and efficient condition and eligible in my opinion to remain as used with record of BS 4-15.

Fees applied for 1.0.0

Received by me, J. Seller

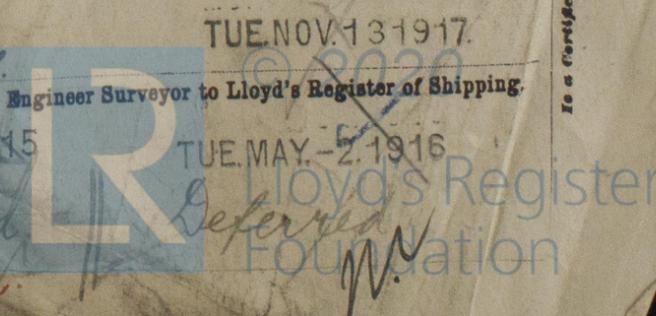
Deferred for BS 4-15

Deferred for BS 4-15

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

4700-456 N

If so, to be sent to



B.S. due 9.15 now held.

It is submitted that  
this vessel is eligible for  
**THE RECORD. BS 4.15.**

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.

W.D.  
1/5/15.

TUE 2 JAN 1917

*Referred.*

TUE 24 APR 1917

have been skinned up in the boiler & fitted with new  
pulleys.  
to complete the survey on the machinery for L.M.C. all  
requirements remain to be carried out with the exception  
of the reamination of boiler mountings, 1 P. cylinders & pistons  
& steam windows.

a new compression nut & also a new pin in the port safety  
valve spindle have now been fitted by Owners.

As the vessel has been taken up for Government service no  
opportunity has been afforded for reamination of any  
other parts of the machinery.

Please see Secretary letter H. 17<sup>th</sup> April 1915 and reply  
dated 19<sup>th</sup> April 1915.

*W.D.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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