

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

No. 8054

No. in Reg. Book. Survey held at

Port of Glasgow

(Received at London Office,

MONDAY 25 JULY 1887

Date of Writing Report

July 21<sup>st</sup>

1887

Date, first Survey, July 7<sup>th</sup>

Last Survey

July 20<sup>th</sup>

1887

(No. of Visits)

Tons, Net

1385

Gross

2125

598 on the Machinery of the

S.S. Bonnington

If Surveyed Afloat or in Dry Dock

Thames Dock

Vessel built at

Port Glasgow

in 1883

Engines made in

1883

No. of Main Boilers

One

Made in 1883

Donkey Boiler made in 1883

Working Pressure, Main Boilers 85 lbs.;

Working Pressure, Donkey Boiler 80 lbs.;

Owners

Raeburn & Verel

Port Glasgow

Last Survey No.

Port

Class of Vessel and Machinery 100 A. 1. 5-86 L.M.C. 4-83

Particulars of Repairs and Examination

Nº 1 Special Survey

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *yes*

If this was not done, state for what reasons? *✓*

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? *✓*

The machinery & boilers of this vessel opened out for survey and there were examined the cylinders, pistons, slide valves, crankshaft & shafting, all pumps, pipes & connections also the main & donkey boilers over all parts, safety valves &c. When the vessel was in Dry Dock the sea cocks & valves were all overhauled the propeller <sup>shafts</sup> drawn into tunnel & found in good condition. One stud in propeller found broken. The blade has been removed & re-filled and the stud replaced by a new one. The stern tube bush was found to be slack and the pins securing it damaged & broken. On account of this damage the bush was taken out. Turned over & turned up in lathe. The old pins were drilled out and new ones fitted a size larger. The bush was replaced a good fit and the whole is now in good condition.

Condenser overhauled. Tubes all removed & tested after being replaced.

Steam raised in main & donkey boilers & safety valves adjusted.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

These engines & boilers are now in good & safe working condition and in my opinion eligible to be classed L.M.C. 7-87 in the Register Book.

Office or Registration Fee (per Sec. 22) £ :

Survey Fee (per Section 28) £ 2 : 2 :

Special Damage, Fee (per Section 28) £ 3 : 3 :

\*Certificate (if required) as per margin £ :

Travelling Expenses (if chargeable) £ :

Fees applied for

21/4 1887

Received by me,

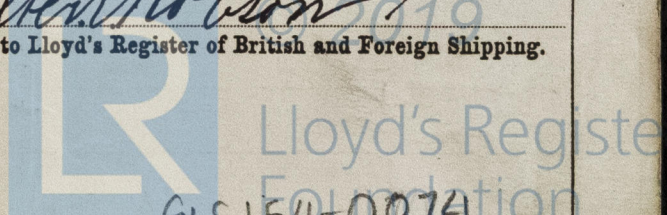
22/4 1887

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

Committee's Minute

Assigned

L.M.C. 7. 87





8007 g/c

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 cause it to show through to the other side.

It is submitted that this vessel  
is eligible to have the notification  
SMB 7.87 recorded

BP  
25/7/87



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Foundation

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