

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

No. 8054 Part of Glasgow (Received at London Office, MONDAY 25 JULY 1887)  
 No. in Reg. Book. 598 Survey held at Glasgow Date, first Survey, July 7<sup>th</sup> Last Survey July 20<sup>th</sup> 1887  
 of the Machinery of the S.S. Bonnington (No. of Visits) Tons, Net 1385 Gross 2125  
 If Surveyed Afloat or in Dry Dock Henderson 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  
 (As in Register Book).

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, crank shaft & 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>shaft</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.

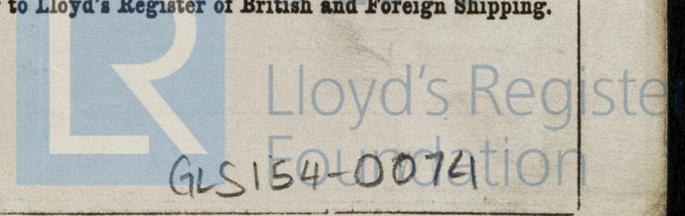
|   |                         |   |
|---|-------------------------|---|
| Office or Registration Fee (per Sec. 22)..... | £ : :                   | Fees applied for<br><u>21/4</u> 188 <u>4</u><br>Received by me,<br><u>22/4</u> 188 <u>7</u> |
| Survey Fee (per Section 28).....              | £ <u>2</u> : <u>2</u> : |   |
| Special Damage, Fee (per Section 28).....     | £ <u>3</u> : <u>3</u> : |   |
| *Certificate (if required) as per margin..... | £ : :                   |   |
| Travelling Expenses (if chargeable).....      | £ : :                   |   |

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

Committee's Minute \_\_\_\_\_  
 Assigned L.M.C. 7. 87

L.S. Form No. 9 - Transfer Eng. - 1887. The Surveyors are required not to write on or below the space for Committee's Minute.

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



8007 g/c

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

RP  
25/7/87

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