

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

To. 10640 Date of Writing Report 16th April 1891 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 8th April Last Survey 4th May 1891
 458 on the Machinery of the S. S. "Bonnington" Master A. McKitchie No. of Visits 5
 Tonnage Gross 2059 Net 1332 Vessel built at Glasgow By whom R. Duncan & Co When 1883 3
 Registered Horse Power 200 Engines made at Glasgow When 1883 Boilers, when made (Main) 1883 (Donkey)
 No. of Main Boilers Owners Messrs. Rieburn & Verel Port Glasgow Voyage
 Steam Pressure in Main Boilers 85 lb If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boiler (State name of Dock.) Lucens Class of Vessel & Machinery 100A 1.6.90
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 7.87 BS 6.90

Last Survey No. Port

Particulars of Examination and Repairs (if any) Repairs & Docking

(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?

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?

See Cape Town report No 102. 11/8/90 also Falmouth report No 3457. 10/2/91. The recommendations made in the above reports, have at this time been carried out in a satisfactory manner; viz. New Crosshead bolts to H engine, also a new set of propeller blades put on board as spare: and a new propeller shaft as spare. The forging report is appended hereto.

- Docking -

Vessel in Govan Dry Dock 23rd April 1891. Sea-connections, propeller and external fastenings examined, and found in good order. RJB.

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The machinery of this vessel appears to be in good working order as far as seen and in my opinion eligible to remain as classed without fresh record of Survey

| | | | | |
|--|---|---|---|------------------|
| Office or Registration Fee (per Sec. 27) | £ | : | : | Fees applied for |
| Survey Fee (per Section 28) | £ | : | : | 18 |
| Special Damage Fee (per Section 28) | £ | : | : | |
| *Certificate (if required) as per margin | £ | : | : | Received by me, |
| Travelling Expenses (if chargeable) | £ | : | : | 18 |

R. J. Baxendale
 James Harvey
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 15 MAY 1891 FRI 6 NOV 1891

Assigned as now

TUES. 25 OCT 1892
 TUES 1 NOV 1892
 Lloyd's Register
 Foundation
 GLS162-0113

10670 GLO

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 cause it to show through to the other side.

It is submitted that this vessel
is eligible to remain as classed
W.P.L.
14 5 91



© 2019
Lloyd's Register
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.