

Rpt. 9

Date of writing report 7. 3. 58.

Received London

126 MAR 1958

Port Liverpool.

No. 148882

Survey held at Liverpool.

No. of visits 3.

First date 26.2.58.

Last date 28.2.58.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04173 Name <sup>S.S.</sup> ~~XXX~~ "BONITA" Gross tons 54 Date of build 1943 8

Owners Liverpool Lighterage Co. Ltd. Managers -- Port of Registry Hull.

Engines made 1943 By J. Dickinson & Sons Ltd. Type C 2Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 SB W.P. 140

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Drydock

Nature of Survey Dkg. & T.S.

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only)

	Hull	Machinery
BS*	10,57.	MBS* 3,56.
S.S.Liv.	3,56.	BS.M. 4,57.
		TS.OG. 10,57.
towing purposes harbour & river service.		s.p.s. 10,57.

ND.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good. Wear Down of Stern Bushes .042" Oil Glands Good. Sea Connections -

Fastenings Good. Has Screwshaft ~~been~~ drawn? Yes. Date of Examination 26.2.58 Has Shaft been changed? No.

Has Shaft now fitted been previously used? - Has Shaft now examined ~~with~~ a continuous liner? No. Approved oil gland? Yes.

MAIN ENGINES (Recip. Steam ~~XXX~~ ~~XXX~~ STARBOARD X

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

### MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

### MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

19

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

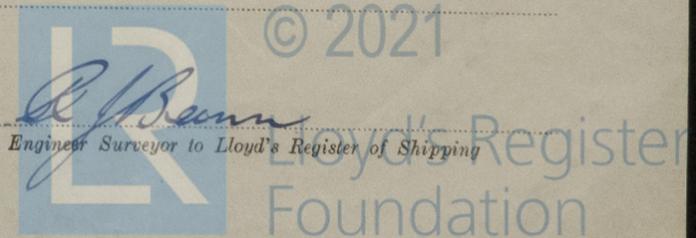
Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of T.S. (O.G) 3,58.

Date of Committee LIVERPOOL. 25 MAR 1958

Decision As now T.S. (O.G) 3,58

Noted for Header



009943-009953-0204

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) .....

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls .....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? .....

35 Fresh Water Coolers ..... 36 Lub. Oil Coolers ..... 37 Heaters (state service) .....

38 Independent Air Compressors, Coolers & Safety Devices .....

39 Air Receivers & Safety devices—Main ..... 40 Auxiliary .....

41 Oil Fuel Tanks (Not forming part of hull structure) .....

42 Evaporators ..... 43 Have Evaporator Safety Valves been tested under steam? .....

44 Steering Machinery ..... 45 Windlass ..... 46 Fire Extinguishing Arrangements .....

AUXILIARY ENGINES (Identify by position) .....

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**ELECTRICAL EQUIPMENT**

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators .....			l Generators & Governors .....
b Exciters .....			m Motors .....
c Air Coolers .....			n Switchboards & Fittings .....
d Motors .....			o Circuit Breakers .....
e Air Coolers .....			p Cables .....
f Control Gear, Cables, etc. ....			q Insulation Resistance .....
g Insulation Resistance .....			r Steering Gear Generators and Motors .....
h Insulating Oil Test .....			s Navigation Light Indicators .....
i Overspeed Governors .....			
j Magnetic Couplings .....			
k Air Gap .....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN .....	AUXILIARY, DONKEY or PRESS .....
Superheaters .....	
Safety Valves .....	
Mountings, Doors & Fastenings .....	
Safety Valves Adjusted to (Sat. ....	
Spt. ....	
Boiler Securing Arrangements .....	
Main Economisers .....	Exhaust Gas Heated Economisers .....
Steam Heated Steam Generators .....	Steam Generator Safety Valves Adjusted to .....
Were Oil Burning System & Remote Controls examined working in accordance with Rules? .....	Forced Circulating Pumps .....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? .....	Funnel .....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main ..... Auxiliary (over 3 in. bore) .....

Were Copper Pipes annealed? ..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested? .....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Attended at Owners request to examine screwshaft which, it was stated, had seized up whilst under normal working conditions in the River Mersey.

The shaft and cast iron stern bush were found to be scored for approximately 8" at the after end. The shaft was machined clean and the bush dressed by hand & on refitting the clearance was found to be .042"

LEAVE THIS SPACE BLANK

Survey fees T.S. Dae £9

Damage fee ...

Expenses... ..

Date when A/c rendered .....

APR 1958



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