

47788  
Report of Survey for Repairs, &c., of Engines & Boilers.

(Received at London Office, \_\_\_\_\_)

No. \_\_\_\_\_ Date of Writing Report \_\_\_\_\_ 188 \_\_\_\_\_ Port of \_\_\_\_\_  
No. in Survey held at \_\_\_\_\_ Date, first Survey \_\_\_\_\_ Last Survey \_\_\_\_\_ 1887  
Reg. Book. \_\_\_\_\_ (No. of Visit. \_\_\_\_\_)  
317 on the Machinery of the S. S. "Benarty" Tons, Net 1119 Gross 1724  
Surveyed Afloat & in Dry Dock Poplar Vessel built at Glasgow in 1876 Engines made in 1876  
(State name of Dock.)  
No. of Main Boilers 2 Made in 1876 Donkey Boiler made in 18 \_\_\_\_\_ Working Pressure, Main Boilers 60 lbs.;  
Working Pressure, Donkey Boiler 34 lbs.; Owners W. Thomson & Co. Port Leith  
Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 100 A1 LMC 4.85  
(As in Register Book.) B.S. 2.87.

Particulars of Repairs and Examination Of Boilers

(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? \_\_\_\_\_

Vessel placed in dry dock sea connections, the propeller & its  
fastenings examined & found in good condition.  
Main Boilers examined internally & externally, holes  
drilled in Comb. chus: & found to be  $\frac{3}{8}$ " thick, a laminated  
plate in ash pit of St. wing furnace (aft) has been doubled  
the boilers, superheater & main steam pipes tested with  
hydraulic pressure to 90 lbs. & found to be perfectly tight  
Safety valves examined & found in good condition, & tested  
under steam to the Working pressure of 60 lbs. &  
Which boiler examined, found in good condition, a  
soft patch in back end of crown of furnace now renewed.  
Safety valve in good condition & loaded with a drift  
weight to 60 lbs. &  
Exhaust shaft examined & found in good condition.

General Observations, Opinion, and Recommendation:— The boilers being now

(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.)

in good & safe working condition renders the vessel  
eligible in my opinion to remain as classed & have the  
notification B. S. 11. 87 recorded provided that the boilers  
are again examd. within 12 mths. as per rule.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee (per Section 28) £ 3 : 3 } 8/11/1887  
Special Damage, Fee (per Section 28) £ 2/3/1887 }  
\*Certificate (if required) as per margin £ : : received by me,  
Travelling Expenses (if chargeable) £ : : 2/5/1887 }  
B.S.

W. P. Thompson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUESDAY 8 NOV 1887

Assigned

B. S. 11. 87



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Foundation

602681-0348



Submitted that this vessel is  
eligible to remain as classed  
We have the record B. S. 11.87.

ASA  
8.11.87



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