

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

No. *490018* Date of Writing Report *25.2.89* 1889 Port of *London*
 No. in Reg. Book. *596* Survey held at *London* Date, first Survey *7* Last Survey *Feb 23* 1889
 on the Machinery of the *Boswell Castle* Master *R. Dixon Esq.* No. of Visits *1*
 Tonnage Gross *2542* Net *1653* Vessel built at *Middlesbrough* By whom *R. Dixon Esq.* When *1881* YEAR. MONTH. *1881*
 Registered Horse Power *300* Engines made at *Apple* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 No. of Main Boilers *2* Owners *S. Skinner Esq.* Port *London* Voyage *London to Liverpool*
 Steam Pressure in Main Boilers *75 lbs* If Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boiler *75 lbs* Class of Vessel & Machinery *100 A 1.*
 (As in Register Book, including date of last Boiler Survey.) *+ L.M.C. 85*
B.S. 5.87.

Last Survey No. *596* Port *London*

Particulars of Examination and Repairs (if any) *Completion of B.S.*
 (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?

Which boiler examined internally & externally & found to be in good condition. Safety valves in good condition & loaded with a direct weight to 75 lbs.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel*

(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.)

appears eligible to remain as classed.

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for
 Survey Fee (per Section 28) £ 1 : 1 : *4.3. 1889*
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable)..... £ : :
 received by me, *17.5 1889*

Geo. E. Milnerison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 5 MARCH 1889*

Assigned *BS 5/88*



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Lloyd's Register Foundation
 LON684-0366

It is submitted that this
vessel is eligible to have
B.S. 5.88 recorded.

MD
4.3.89

