

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

No. *260* Date of Writing Report *Sept 12th 1889* Port of *London*
No. in Reg. Book. *260* Survey held at *London* Date, first Survey *Sept 7th* Last Survey *Sept 12th 1889*
on the Machinery of the *S. S. Boniface* Master *Boniface* No. of Visits *2*
Tonnage Gross *1584* Net *1025* Vessel built at *R. Shields* By whom *T. W. Smith* When *1884*
Registered Horse Power *180* Engines made at *Purcell* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
No. of Main Boilers *2* Owners *Scrutton & Sons* Port *London* Voyage
Steam Pressure in Main Boilers *80 lbs* If Surveyed *Afloat* or in Dry Dock *U. S. S. S. S.* Class of Vessel & Machinery
in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *100 A 1.11.88*
+ L M C. 3.88

Last Survey No. *100 A 1.11.88* Port *London*
Particulars of Examination and Repairs (if any) *Annual*

(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?

Sea connections examined & found satisfactory
Spare propeller shaft examined & put into place, old one taken out & examined,
The old nut on this being slack a new one has been fitted & the shaft used as a spare one
General repairs to machinery being executed

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

(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.)

This vessel's machinery is in good condition & she is eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 23)	£	:	:	138
Special Damage Fee (per Section 23)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	138

Brannan Peterson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Submitted that this vessel is eligible to remain to remain as classed—

Committee's Minute

TUE 17 SEP 89

Assigned *Remain as classed*

Lloyd's Register Foundation
16.9.89
LON 687-0121