

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

(Received at London Office)

WED. MAR 17 1897

Date of writing Report *March 16 1897* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *564* Survey held at *London* Date, First Survey *March 11* Last Survey *March 16 1897*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Bostonian"* Master *Farker*
 Tonnage { Gross *4668* Net *3030* Vessel built at *Belfast* By whom *Harland & Wolff* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*
 Registered Horse Power *432* Engines made at *do.* Owners *Wise, James, Leyland & Co. Ltd.* Port *Liverpool* Voyage *Boston*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Victoria Dk.*
 No. of Donkey Boilers *2* Steam Pressure in Main Boilers *150 lbs.* in Donkey Boilers *90 lbs.*
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *Port*
 Particulars of Examination and Repairs (if any) *Part S.S. No. 2.*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

To be completed on vessel's return
Exam. Donkey Boilers internally & externally and safety valves, also crank
throw & turned shaping & tight connections.
Adjusted all safety valves under steam as above.

To complete the Survey. The cylinders, Pistons, Slide valves, pumps & condenser
to be examined

General Observations, Opinion, and Recommendation: *This vessel's Machinery is now as far*
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)
as seen in good condition & in my opinion the vessel will be eligible for the record
L.M.C. 2.97. when the Survey is completed as above.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 5 : 10 : 0
 Special Damage Fee (per Section 28) £ : 11 : 0
 Travelling Expenses (if chargeable) £ 4 : 19 : 0

Fees applied for

1893 1897

Received by me,

1897

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

*State if Certificate is required

Committee's Minute

Assigned

FRI. MAR 19 1897

FRI. 7 MAY 1897

TUES 27 JUL 1897

FRI. 11 JUN 1897

FRI 30 JUL 1897

Lloyd's Register

Foundation

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