

# 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

Survey held at London

Date, First Survey March 1897

Last Survey March 1897

564 on the Machinery of the Wood, Iron or Steel

S.S. "Bostonian"

Master Fisher

Tonnage { Gross 4668  
Net 3030

Vessel built at Belfast

By whom Harland & Wolff

When 1888 YEAR. MONTH. 8

Registered Horse Power 432

Engines made at do.

When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

No. of Main Boilers 2

Owners Wise, James, Leyland Ltd. Port Liverpool

Voyage Boston

No. of Donkey Boilers 2

Steam Pressure—  
in Main Boilers 150 lbs  
in Donkey Boilers 90 lbs

If Surveyed Afloat or in Dry Dock Victoria Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>£100 A. 1. 12. 95.</u>		<u>L.M.C. 9. 93.</u>
<u>S.S. Liv No. 1. 93.</u>		<u>B.S. 10. 95.</u>

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?

No. See London repair No. 58485

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?

Job completed on vessel's return

Exam'd Donkey Boilers internally & externally and safety valves, also crank shaft & turned shaping & flange connections. Adjusted all safety valves under steam as above.

To complete the survey. The cylinders, Pistons, Slide valves, pumps & Condenser were examined

General Observations, Opinion, and Recommendation:—This vessel's machinery is now as far 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)	£		Fees applied for	
Survey Fee (per Section 23)	£	5:10:0	18/3 18 97	
Special Damage Fee (per Section 28)	£	11:0		
Travelling Expenses (if chargeable)	£	4:19:0		
			Received by me,	

Wm Salma. FRI. 27 AUG 1897  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required  
Committee's Minute FRI. MAR 19 1897

FRI. 7 MAY 1897  
TUES 27 JUL 1897

FRI. 11 JUN 1897  
FRI 30 JUL 1897

Assigned Approved B.S. 2. 97



Lond 12-0127