

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

(Received at London Office THUR. 1 JUN 1899)

Date of writing Report *May 31st 99* When handed in at Local Office *18*
No. in Reg. Book. *595* Survey held at *London* Date First Survey *May 27th* Last Survey *May 30th 1899*
on the Machinery of the Wood, Iron or Steel *S.P. Bosnian* Master *Boat*
Tonnage { Gross *4888* Net *3030* Vessel built at *Belfast* By whom *Harland & Wolff* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*
Registered Horse Power *433* Engines made at *Do.* Owners *Wilson & Dunne, Liverpool* Voyage *Bosnia*
No. of Main Boilers *2* No. of Donkey Boilers *2* Steam Pressure in Main Boilers *150 lb.* in Donkey Boilers *90 lb.* If Surveyed Afloat or in Dry Dock *R.A. Do.*
Last Survey No. *60966* Port *Lon*

Particulars of Examination and Repairs (if any) *BS.*
(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 " " " " *No.*
If this was not done, state for what reasons? *See London up No. 60966.*
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? *No* To what pressure were they afterwards adjusted under steam?
Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *90 lb.*
Has the propeller shaft been drawn and examined at this time? *No* If spare propeller shaft fitted, state whether new?
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined Donkey Boilers internally & externally & safety valves, all in good condition.
Safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:— *This vessel's Boilers are now in good condition. In my opinion the vessel is eligible for the record BS. 1899 as recommended in the London up No. 60966.*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee per Section 28) £ : : 18
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : : Received by me, *M. Salma.*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute *FRI. 2 JUN 1899*
Assigned *BS. 499*
Lloyd's Register Foundation
Low 718 - 0298

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 4. 99

ACA

16.99.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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