

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

(Received at London Office TUES. 15 AUG 1899)

Date of writing Report *Aug 14th 1899* When handed in at Local Office *18* is *Port of London*

No. in Reg. Book *616* Survey held at *London* Date First Survey *Aug 11* Last Survey *Aug 12th 1899*

on the Machinery of the Wood, Iron or Steel *S.S. "Bostonian"* Master *Boat.*

Tonnage Gross *4668* Net *3030* Vessel built at *Belfast* By whom *Harland & Wolff* When *1888* 8.

Registered Horse Power *433* Engines made at *Do.* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*

No. of Main Boilers *2* Owners *Wilson & Gunnery Leyland & Co. Port* *Liverpool* Voyage *Boston*

No. of Donkey Boilers *2* If Surveyed *Afloat or in Dry Dock* *A.A. Dry Dk.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *150 lb* in Donkey Boilers *90 lb*

CHARACTER.	Year Assigned or expired.	Machinery and Boiler Surveys (including data of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey. Date of last Survey and of Periodical Surveys.		

100 R. 1. 2. 99. *L.M.C. 2. 99.*
PS. Low No. 2. 97. *B.S. H. 99.*

Last Survey No. *Do.* Port *Do.*

Particulars of Examination and Repairs (if any) *Do.*

(Periodical Surveys, when held, must be reported in detail and seriatim 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 date 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.*

Do. " Donkey " " " *No.*

If this was not done, state for what reasons? *Survey not done.*

And what parts of the Boilers could not be thus thoroughly examined? *Do.*

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? *Do.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes.* To what pressure were they afterwards adjusted under steam? *Do.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes.* To what pressure were they afterwards adjusted under steam? *Do.*

Has the propeller shaft been drawn and examined at this time? *Yes.* If spare propeller shaft fitted, state whether new? *New shaft fitted.*

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? *Bush rewooded.*

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? *Completed.*

Examined propeller, stem bush, propeller shaft, & its connections fastenings.

Repairs due to wear clear. New propeller shaft & propeller boss fitted & stem bush rewooded.

General Observations, Opinion, and Recommendation: *This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.*

(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. 9,97, B.C.M.S. 9,97 or L.M.C. 9,97, 100 lb., F.D., &c.)

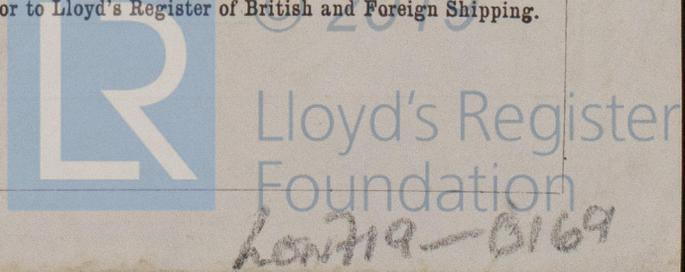
Office or Registration Fee (per Sec. 27)	Fees applied for
Survey Fee (per Section 28)	10
Special Damage Fee (per Section 28)	
Travelling Expenses (if chargeable)	

Received by me, *Mr Salmon*

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

Committee's Minute *FRI. 25 AUG 1899*

Assigned *As now*



If so, in the space below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to

Screw shaft removed on account of
wear & tear. Stem broken
wooded.

If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as CLASSED.

6 MBD
24/8/99

[Faint handwritten notes in columns, including "Screw shaft removed on account of wear & tear", "Stem broken", "wooded", and "It is submitted that this vessel is eligible to remain as CLASSED."]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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