

REPORT of SURVEY for REPAIRS, &c.

No. 6118

(Received at London Office, Rec'd 28th May 1883.)

No. in Survey held at
Reg. Book.

Date, first Survey 12th Feb 83

Last Survey 14th May 1883

on the Iron S.S. *Colonia*

Master *J. Brown*

Official Number
TONNAGE under Tonnage Deck 1302
Ditto of Spar Deck, or Awning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 2001
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St^{er}, cut on Bm. 1297

Built at *Glasgow* When built 1872
Owners *Donaldson Bros.* Port belonging to *Glasgow*
Residence *Glasgow*
By whom built *Banclay Curle & Co.* Destined Voyage *Manitoba*
If Surveyed Afloat or in Dry Dock *Govan dry dock and afloat*
(State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. 5878 Port *Glasgow* Classed 100A.1.

REPAIRS, OR EXAMINATION AS PER RULE *S.S. No. 3. and Renewal of Boilers* *S.S. No. 2-79.* 11.81.

Cause of Repairs to be clearly stated.

The vessel placed in dry dock the bottom cleaned and painted the whole of the close coiling lifted, the iron work of the hull clipped free from rust both inside and outside the vessel, the chain cable ranged, the equipment generally examined, and the whole of the requirements of the S.S. No 3 fully complied with. The boilers removed, the iron work and cement under the same examined.

The following repairs have now been done; a few defective rivets in the bottom plating and keel, having pitted points, renewed; the rudder plating renewed of $\frac{1}{2}$ " plates, excepting a short length on either side at the top of the rudder, in good condition; the rudder pintles re-lushed and the two lower braces to be riveted to the post; a few bits of bottom plating amidships on both sides observed wasted to a slight extent - but not in our opinion sufficient to require

Present Condition of the		
Decks	good	Treenails, Rivets good
Waterways	"	Breasthooks and Stems "
Comings	"	Transoms, Painters, and Crutches "
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings "
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places "
Planksheers	"	Keelsons "
Sheerstrakes	"	Clamps and Shells "
Topsides	Plating	Ceiling "
Wales	"	Rudder "
Plank (Bottom) and Counter	"	Copper (or Y.M.) When put on "
Engine Room Skylights	good	Caulking of Bottom, Deck, & Waterways good
Coal Bunker, Openings, Lids, &c.	good	Scuppers good
General Observations, Opinion as to Class, &c.		Cargo and Main Hatchways good
		Hatches good
		Windlass and Capstan good
		Pumps "
		Boats "
		Masts, Yards, &c. "
		Condition, how ascertained from deck
		Sails good
		Anchors No. of 3/16, 1/8, 2 1/4,
		Cables ranged, 285 fms.
		Hawsers and Warps good and
		Standing & Running Rigging sufficient

This vessel is now in good and efficient condition and the requirements of the S.S. No. 3, having been fully complied with she is eligible in our opinion to remain as classed and to be marked in the Register Book S.S. Glasgow - No. 3. - 1083.

The Amount of Entry Fee ...
Special ...
Damage do ...
Certificate (if required) ...
to be sent as per margin...

G. Stanbury
W. J. Mumford
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUESDAY 29 MAY 1883 18

Character assigned 100A
2nd 5, 83 + NB 83 S.S. No 3-83
ROBT. EDM. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.
GLS148-0046

6118 fls

outside hull straps to be fitted to them. Inside the cement has been repaired where necessary the ceiling in holds part renewed relaid and fastened; the decks bored and examined and found to be satisfactory - a few planks forward in addition to the deck abreast the boilers being renewed. The iron plate casing round the boiler deck opening renewed of $\frac{5}{16}$ " plates stiffened with $3 \times 3 \times \frac{7}{16}$ " angle irons worked vertically about 30" apart, and the coaming plates $\frac{7}{16}$ " thick. The deck tie plates in way of the same opening also renewed, and the beams removed for the fitting and placing of the boiler, refitted and fastened.

A new steam windlass supplied (Napier's patent)

And 90 fms. of $3\frac{1}{2}$ " steel wire tow line, manufactured by Messrs. Pullivant, now supplied, and certificate of test produced.

The vessel having encountered very heavy weather in February last while on a voyage from Glasgow to Baltimore, and at the time sustained some damage to deck fittings and started the deck in way of the engine opening, the repairs necessary to make good the deck fittings and deck have all been effected and completed satisfactorily.

G. B. Lawrence
W. J. Mumford



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Foundation