

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

(Received at London Office, THURS 15 MARCH 1888)

No. *8404* Date of Writing Report *March 6th* 1888 Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *1st Feb^y* Last Survey *3rd March 1888*
995 on the Machinery of the *S S Colina* Master *Jennings* Tons *1297 Net 2001 Gross*
 If Surveyed Afloat or in Dry Dock *Undermast Dock* Vessel built at *Glasgow* in *1872* Engines made in *1872*
 N.H.P. *265* No. of Main Boilers *Two* Made in *1883* Donkey Boiler made in *18* Working Pressure, Main Boilers *80* lbs.;
 Working Pressure, Donkey Boiler *75* lbs.; Owners *Donaldson Bros* Port *Glasgow*
 Last Survey No. _____ Port _____ Class of Vessel and Machinery *100A. 11-87 G.L.N. 3-83*
 (As in Register Book) *L.M.C. 5-83. B.S. 6-85*

Particulars of Repairs and Examination *Special Survey*

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *Yes.*

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? *✓*

The engines & boilers of this vessel opened out for survey and there were examined the cylinders, pistons, slide valves, pumps, crankshaft & shafting also the main & donkey boilers over all parts, safety valves and other connections. When the vessel was in Dry Dock the sea cocks & valves, propeller & fastenings all examined. The shaft was found to be somewhat reduced in diameter at edge of propeller boss, it was therefore removed to the shop and a new end forged on. The propeller was also taken to the shop & fitted to the new shaft. The outer bearing in stern tube was removed, refitted with wood and satisfactorily replaced. The condenser doors were removed, the condenser filled with water and tested. The donkey boiler safety valve springs were a little worn by corrosion. New springs are now on board, but not fitted in place, owing to steam being required for working the vessel. Valves now set at 55 lbs. Steam raised in main boilers & safety valves adjusted.

General Observations, Opinion, and Recommendation :-

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The repairs to shaft above mentioned have been well carried out. The engines and boilers are now in good & safe working condition and I am of opinion they are eligible to be classed *L.M.C. 3-88* in the Register Book.

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| Office or Registration Fee (per Sec. 27)..... | £ : : | Fees applied for <i>6/3/ 1888</i> |
| Survey Fee (per Section 28)..... | £ 5 : 5 | |
| Special Damage, Fee (per Section 28)..... | £ : : | |
| *Certificate (if required) as per margin..... | £ : : | |
| Travelling Expenses (if chargeable)..... | £ : : | |

Received by me, *8/3/ 1888*

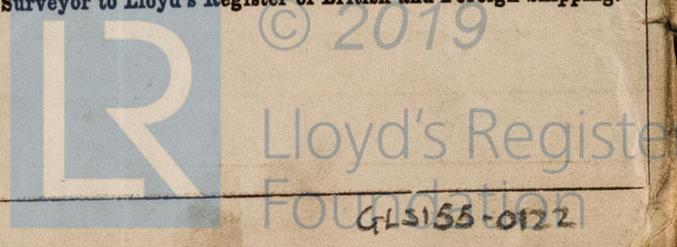
Walter S. Polson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 13 MARCH 1888*

Assigned *L M C 3/88*

T. & S. Form No. 9 - Transm. Int. - 300, 271, 272. The Surveyors are requested not to write on or below the space for Committee's Minute.

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



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

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It is submitted that this
need be eligible to have

INC 3.88 recorded

MA

16.3.88.



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