

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

No. *8404* Date of Writing Report *March 6th 1888* Port of *Glasgow* (Received at London Office, **THURS 15 MARCH 1888**)
 No. in Reg. Book. *995* Survey held at *Glasgow* Date, first Survey *1st Feb^y* Last Survey *3rd March 1888*
 on the Machinery of the *S S Colina* Master *Jennings* Tons *1297 Net 2001 Gross*
 If Surveyed Afloat or in Dry Dock *Undermains Dock* Vessel built at *Glasgow* in *1872* Engines made in *1872*
 (State name of Dock.)
 N.H.P. *265* No. of Main Boilers *2* 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.I. II-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), } *Yes.*
 and make a thorough examination at this time?.....

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

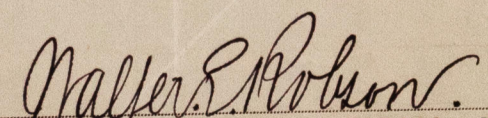
And what parts of the Boilers could not be thus thoroughly examined? *✓*

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 :—

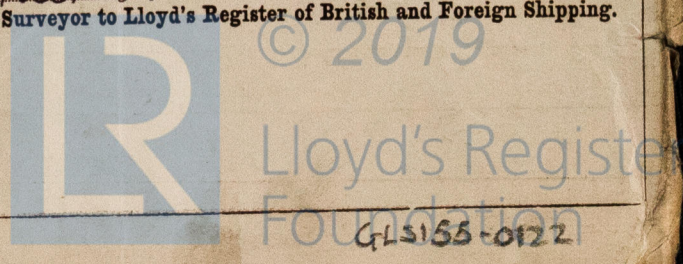
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)
 The repairs to shaft above mentioned have been well carried out. The engines & boilers are now in good & safe working condition and I am of opinion they are eligible to be classed **L.M.C. 3-88** in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ 5 : 5	<i>6/3/ 1888</i>	
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :	Received by me, <i>8/3/ 1888</i>	
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute **FRIDAY 16 MARCH 1888**
 Assigned *L M C 3/88*

T. & S. Form No. 9 - Transferred from 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.



N.B. - 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 cause it to show through to the other side.

It is submitted that this
vessel is eligible to have
LIC 3.88 recorded

MS

15.3.88.

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