

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

No. *8612* Date of Writing Report *18th June 1888* Port of *Glasgow* (Received at London Office, *23 JUN. 88*)
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *5th June* Last Survey *18th June 1888*
995. on the Machinery of the *S. S. "Colinda"* Master *Jennings* Tons *1297. Net*
 If Surveyed ~~Afloat~~ in Dry Dock *Govan* Vessel built at *Glasgow* in *1872* Engines made in *1872* Gross *2001*
 (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 *lbs.*; Owners *Donaldson Brothers* Port *Glasgow*
 Last Survey No. *100A1.2.88* Class of Vessel and Machinery *100A1.2.88*
 (As in Register Book).

Particulars of Repairs and Examination *+ N.B. 83 L.M.C. 3.88.*
 (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?
 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? }

Docking Survey.

This vessel placed in dry dock for repairs to hull. As all the sea connections were overhauled lately they were not disturbed at this time and appeared from external examination to be in good order. Propeller fastenings also examined —

No other parts examined at this time —

General Observations, Opinion, and Recommendation: — *As far as can be seen*
 (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.)
This vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 23).....	£	:	:	188
Special Damage, Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

John Sanderson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 28 JUNE 1888*
 Assigned

8612 g/c.

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 run on as
classed

25/6/88



© 2019

Lloyd's Register
Foundation