

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

No. 8660

Date of Writing Report

6th July

1888

Port of

Glasgow

(Received at London Office,

18 JUL 1888

No. in

Reg. Book.

Survey held at

Ayr.

Date, first Survey

and

Last Survey

4th July 1888

on the Machinery of the

S. S. "Coila".

(No. of Visits)

Master J. McDonald

Tons 1177 Net

341 Gross

If Surveyed ~~Afloat~~ in Dry Dock

Ayr Ship.

Vessel built at

Ayr.

in 1884

Engines made in 1884

N.H.P. 55

No. of Main Boilers 1

Made in 1884

Donkey Boiler made in 18

Working Pressure, Main Boilers

80 lbs.

Working Pressure, Donkey Boiler

lbs.; Owners

J. McLaren & Co.

Port Glasgow

Last Survey No.

Port

Class of Vessel and Machinery

100 A. 1. 5. 88.

(As in Register Book).

Particulars of Repairs and Examination

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

+ L.M.C. 9.84.

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? *✓*

This vessel placed on shipway at which time all the sea connections were overhauled and examined. Propeller refitted on shaft and properly secured, this has been done without drawing in the tailshaft.

All parts of engines opened up and examined. On account of damage, the vessel having been ashore, the crankshaft has been lifted and re-bedded.

The Main boiler examined throughout and found in fair order. Landings touched where required. All mountings examined and the safety valves after examination have been screwed up to the old marks.

Donkey boiler with all its mountings examined and found in fairly good order.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in my opinion in a good and efficient working order and eligible to be noted in the Register Book.

+ L.M.C. 7.88.

Fee or Registration Fee (per Sec. 27)	£	:	:
Survey Fee (per Section 28)	£	2	2
Special Damage, Fee (per Section 28)	£	1	1
Certificate (if required) as per margin	£	—	2
Travelling Expenses (if chargeable)	£	—	13

Fees applied for

16/4 1888

Received by me

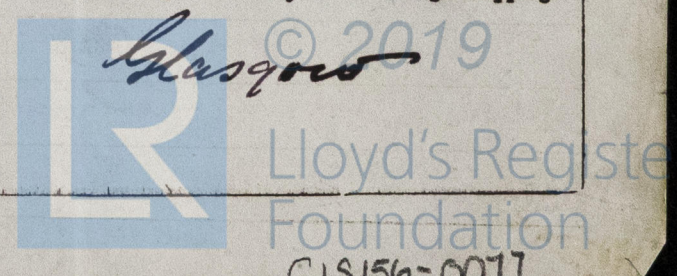
20/7 1888

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

Committee's Minute FRIDAY 20 JULY 1888 FRIDAY 3 AUGUST 1888

Assigned

+ L.M.C. 7.88



GLS156-0011

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.

860 060

It is submitted that this vessel
is eligible to have the
notification + fine
recorded

4/23/81
2/17/81

12.14.81

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF THE FORM.

S. S. "Coila"

end of engine room to 30 ft. abaft it, and attached to the bulkhead with a bracket plate. The bulkheads at fore end of boiler space and after end of engine room partly unriveted, faired in place, re-riveted, and recaulked; the vertical stiffening bars renewed with angle irons $3\frac{1}{2} \times 3 \times \frac{5}{16}$; and an additional transverse angle iron fitted on after side of bulkhead at fore end of boiler space. Eight beam pillars in fore hold repaired and replaced. The cement in flat of bottom renewed. The ceiling relaid and partly renewed, and the bottom cleaned and recoated. Now supplied with 75 fms. of 6" and 90 fms. of 5" rope.

For Special Survey N:1.

In addition to the ceiling being removed all fore and aft for damage repairs. The coal bunkers cleared, and the iron work cleaned and coated with black varnish. The peak tanks cleaned, examined, and coated with cement wash; and afterwards tested with a head of water eight feet above the crown of the tanks and found satisfactory. The masts, spars, and general equipment examined, and all the requirements of the Rules for S. S. N:1 complied with.

In way of after hatch the angle irons on inner edge of hold stringer partly renewed and a face plate fitted and riveted to them. The rudder pintles rebushed.

Jo: Thomson