

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

No. **8926** Date of Writing Report **Dec 18th 1888** Port of **Glasgow**
 No. in Reg. Book. Survey held at **Glasgow** Date, first Survey **16th Novem^r** Last Survey **Dec 15 1888**
 934 on the Machinery of the **S. S. "Colina"** Master **Barclay Curle & Co.** No. of Visits **5**
 Tonnage Gross **2001** Net **1971** Vessel built at **Glasgow** By whom **Barclay Curle & Co.** When **1872** Boilers, when made (Main) **1883** (Donkey)
 Registered Horse Power **265** Engines made at **"** When **1872** Boilers, when made (Main) **1883** (Donkey)
 No. of Main Boilers **2** Owners **Donaldson Brothers** Port **Glasgow** Voyage
 Steam Pressure in Main Boilers **80 lbs** If Surveyed Afloat or in Dry Dock **Afloat** Class of Vessel & Machinery **100 A.A.**
 in Donkey Boiler (State name of Dock.) (as in Register Book.)

Last Survey No. **1383** Port **L.M.C. 3/88**
 Particulars of Examination and Repairs (if any) **S.S. No 3-5.83 S.S. No 1-88**
 (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? **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 Crank Shaft has been taken out and turned up all over and made true and entire set of new bearings fitted. Cylinders with pistons & valves examined also pumps.
 Boilers examined throughout*

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.)

These Engines & Boilers are now in good working condition and eligible in our opinion to be noted in the Register Book. L.M.C. 12/88

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	3	3	28/12/1888
Special Damage, Fee (per Section 28)	£	:	:	as above
Certificate (if required) as per margin	£	:	:	Received by me
Travelling Expenses (if chargeable)	£	:	:	22/12/1888

James Morrison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Clyde District

Committee's Minute **THURS 27 DEC 1888**

Assigned **13 S 12/88**

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Certificate to be sent to

T. & S. Form No. 9—Register Book—5000—1884

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

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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
will be eligible for B.S. 12.88 now
and L.M.C. 12.88. when
she has been seen
in dry dock

WA

22-12-88

THE SURVEYORS ARE REQUESTED NOT TO WRITE IN THIS MARGIN.



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Foundation