

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

No. *9243* Date of Writing Report *June 21<sup>st</sup> 1889* Port of *Glasgow*  
 No. in Reg. Book. *924* Survey held at *Glasgow* Date, first Survey *30<sup>th</sup> May* Last Survey *June 14<sup>th</sup> 1889*  
 On the Machinery of the *"S. S. Colina"* Master *Jennings* No. of Visits *7*  
 Tonnage Gross *2807* Net *1297* Vessel built at *Glasgow* By whom *Barclay Curle & Co.* When *1872* Boilers, when made (Main) *1883* (Donkey) *1883*  
 Registered Horse Power *266* Engines made at *"* Owners *Donaldson Brothers* Port *Glasgow* Voyage *Montreal*  
 No. of Main Boilers *2* Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery *100 H.P. 3/88*  
 in Donkey Boiler *"* (State name of Dock.) (as in Register Book.)

Last Survey No. *"* Port *"*

## Particulars of Examination and Repairs (if any)

(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?

*Crank Shaft taken out and turned up in Lathe and the bearings (brass) slotted and fitted with white metal.*

*The Engine seatings stiffened and strengthened considerably by introducing several (plate & angle) gusset pieces also a number of through bolts & palm stays secured to keelsons & ship's floors.*

## 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 above repairs have been satisfactorily carried out and the machinery is in my opinion eligible to remain as classed without new record*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	1	1	<i>15/6</i> 1889
Special Damage, Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me, <i>20/6</i> 1889
Travelling Expenses (if chargeable).....	£	:	:	

Committee's Minute *JUN 25 1889*

Assigned *Remain as classed*

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



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.

90x390

It is submitted, this vessel is

eligible to remain

as classed

N.A.

21-6-89



© 2019

Lloyd's Register  
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.