

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

9243

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 2007 Net 1297 Vessel built at Glasgow By whom Barclay Curle & Co. When 1872-10  
 Registered Horse Power 266 Engines made at " When 1872 Boilers, when made (Main) 1883 (Donkey) 1883  
 No. of Main Boilers 2 Owners Donaldson Brothers Port Glasgow Voyage Montreal  
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock afloat Class of Vessel & Machinery 100 & A 16/88  
 in Donkey Boiler " (State name of Dock.) (as in Register Book.) L.M.C. 3/88  
 Last Survey No. " Port " Year. Month. 1888

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 (state & 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 23).....	£	1	1	15/6 1889
Special Damage, Fee (per Section 23).....	£	:	:	Received by me, 20/6 1889
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute JUNE 25 1889  
 Assigned Remain as classed

T. & S. Form No. 9—Transfer Ink—5000, 25/4/88  
 State of a Report is also now sent on the Ship or if not whether, and when, one will be sent.  
 Insert Character of Ship and Machinery 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, this vessel is  
eligible to remain  
as classed  
N.A.  
21-6-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019  
Lloyd's Register  
Foundation