

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

No. *9601* Date of Writing Report *23rd Jan 90* Port of *Glasgow* (Received at London Office, *MON 27 JAN 1890*)
No. in Reg. Book. *927* Survey held at *Glasgow* Date, first Survey *4th January* Last Survey *9th January 1889*
on the Machinery of the *S.S. Colina* Master *Jennings* No. of Visits *3*
Tonnage Gross *2001* Net *1297* Vessel built at *Glasgow* By whom *Barclay, Curle & Co* When *1872-10*
Registered } *265* Engines made at *Glasgow* When *72* Boilers, when made (Main) *83* (Donkey) *83*
Horse Power }
No. of Main Boilers *2* Owners *Donaldson Brothers* Port *Glasgow* Voyage *N. America*
Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Meadowside* Class of Vessel & Machinery *100 A 1*
in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *11.89.*

Last Survey No. Port
Particulars of Examination and Repairs (if any) *Docking* *B.S. 11.89*
(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 *S.S. No 3-5.83*

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? ☒ *S.S. No 1-88*

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 has been placed in dry-dock for the purpose of making some repairs to the hull, at which time all the sea connections were examined externally and along with the propeller & fastenings found in good order.

General Observations, Opinion, and Recommendation:— *As far as been*
(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

this vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	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 JAN 1890*

Assigned *As Classed*

GLS159-0050

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
part is complete &
remain as
classified—
MA 9601 gls.
27-1-98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation