

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

(Received at London Office,

TUES. 5 MAY 1891

No. *10644* Date of Writing Report *23rd April* 1891 Port of *Glasgow*
 No. in Reg. Book. *756* Survey held at *Glasgow* Date, first Survey *21st April* Last Survey *22nd April* 1891
 on the Machinery of the *S.S. "Colina"* Master *Brownie* No. of Visits *2*
 Tonnage Gross *2001* Net *1297* Vessel built at *Glasgow* By whom *Barclay, Curle & Co.* When *1872* Boilers, when made (Main) *1872* (Donkey) *1872*
 Registered Horse Power *265* Engines made at *"* Owners *Donaldson Bros* Port *Glasgow* Voyage *Atlantic*
 No. of Main Boilers *Two* Steam Pressure in Main Boilers *✓* If Surveyed *Afloat or in Dry Dock* *Hendersons* Class of Vessel & Machinery *+100A1*
 in Donkey Boiler *✓* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 12-88 + NB 88*
S.S. Gl. 12-3-5-88 *BS. 2.91*

Last Survey No. *Port*
 Particulars of Examination and Repairs (if any) *Docking*
 (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? *No*
 If this was not done, state for what reasons? *Not required*
 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? *✓*

When this vessel was in dry dock, the sea-cocks, propeller, and outside fastenings were examined and found in good order. The circulating pump discharge valve spindle was defective, and a new one has been fitted. The propeller nut was tightened a half turn, and the stop on the nut adjusted accordingly. The machinery survey will be held on the vessel's return to this port.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, as far as seen, appears to be in efficient condition, and is eligible, in my opinion, to remain as classed, without fresh record of survey*
 (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.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute

TUES. 12 MAY 1891

TUES. 28 JUL 1891

Assigned

as now

FRI 28 AUG 1891 TUES. 27 OCT 1891
 FRI 27 NOV 1891

GLS162-0088

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

1064796

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 is eligible to
remain as cleared

N.A.

Y 5-91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation