10839

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

(Received at London Office SAT. 25 JUL 1891)

10839 Date of Writing Report 20th July 1891 Port of Glasgow

in Book. 73 Survey held at Glasgow Date, first Survey 15th July Last Survey 17th July 1891

on the Machinery of the S.S. Colima Master J. Brown No. of Visits 2

Tonnage { Gross 2001 Net 1297.

Registered Horse Power 265.

No. of Main Boilers 2.

Steam Pressure— Main Boilers 80 lbs Donkey Boiler 70 lbs

Vessel built at Glasgow By whom Barclay, Curle & Co When 1872. 10

Engines made at Glasgow When 72 Boilers, when made (Main) 83 (Donkey) 83

Owners Donaldson Bros Port Glasgow Voyage Canada

If Surveyed Afloat or in ~~Dry~~ Dock Queens (State name of Dock.)

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. No. 1 88 L.M.C. 12.88 B.S. 2.91

Last Survey No. 10758 Port Gls

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 Main Boiler separately and make a thorough examination at this time? ✓

Do. " Donkey " " " ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted? ✓

In order to allow the vessel to get the special survey on hull, (now about completed) marked in the Register Book the following examination has now been made:

All parts of engines opened up, working parts adjusted and everything put in good order.

For particulars of boiler survey see Glw Rep. 10479.

For particulars of docking survey see Glw Rep. 10647.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in my opinion in good working order and eligible to the notation: L.M.C. 2.91. being the date when the boilers were examined. —

(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 22/4/1891
Survey Fee (per Section 28)	£ 3 : 0 : 0	
Special Damage Fee (per Section 28)	£ : :	Received by me, 23/4/1891
Travelling Expenses (if chargeable)	£ : :	

*State if Certificate is required

John Sanderson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Glasgow

TUES. 1 SEP 1891 FRI 28 AUG 1891 TUES. 27 OCT 1891 FRI 27 NOV 1891

Committee's Minute TUES. 28 JUL 1891

Assigned Lnl 6 2/91

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THE STRAY JOBS ARE THE BEST. NO. 82. WHITE & MARGIN.

108 37 00

It is submitted that the vessel is eligible for the record in M.C.

Oct. 7 91

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