

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

FRI. 18 SEP 1896

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow  
No. in Reg. Book. 908 Survey held at Glasgow Date, First Survey 1st Sept Last Survey 10th Sept 1896  
on the Machinery of the Wood, Iron or Steel S.S. Colina Master Campbell  
Tonnage { Gross 2000 Vessel built at Glasgow By whom Barclay Curle & Co When 1872 10  
Net 1297 Engines made at Glasgow When 1872 Boilers, when made (Main) 1883 (Donkey) 1883  
Registered Horse Power 314 Owners C. Watson Port Glasgow Voyage Iceland  
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Dry dock  
No. of Donkey Boilers 1 (State name of Dock.) Govan  
Steam Pressure in Main Boilers 80  
in Donkey Boilers 60

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Sp 100 A2</u>		<u>L.M.C 2-91</u>
<u>5-92</u>		<u>Sp 100 B 53</u>
<u>1st Sp 100 5 83</u>		<u>BS 9-95</u>
<u>1st Sp 100 2-91</u>		

Last Survey No. Port  
Particulars of Examination and Repairs (if any) Locking

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

See Secretary letter to owner (S) 1st Sept 1896

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?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

See Secretary letter referred to above.

When this vessel was in dry dock the propeller and sea cock fastenings were examined and found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

so far as seen, is in good condition, and is eligible in my opinion to remain as classed in register book without fresh record of survey.

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

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

\*State if Certificate is required

Committee's Minute

TUES. SEP 22 1896

FRI 27 NOV 1896

Assigned

Deferred



© 2019

Lloyd's Register Foundation

668175-0334



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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

22.9.96

66488



© 2019

Lloyd's Register  
Foundation