

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

No. 11,341

(Received at London Office TUES. APR 28 1896)

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book 365 Survey held at Arbroath Date, First Survey 20th March Last Survey 3rd April 1886

on the Machinery of the Wood, Iron or Steel SS. Colfer Master J. Buchanan

Tonnage Gross 379 Net 189 Vessel built at Apperly By whom J. Guthrie Sons & Co When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

Registered Horse Power 60 Engines made at Ryndall Owners R. Thomson Port London Voyage

No. of Main Boilers one No. of Donkey Boilers one Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 80 lbs If Surveyed Afloat or in Dry Dock Arbroath (State name of Dock.)

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assessed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 10-95 SS. SEC 7-1-95		+L.M.C 6-95

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?

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

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

Examination due to Damage:- Propeller shaft drawn in, and found in good order. Sea-cocks and pumps opened out and examined.

Examination due to other causes:- Intermediate shaft clamp taken off, and flaw in way of bearing examined. This flaw appears to have extended about 1 1/2 in length, and it has been centre punched, and the clamp refitted.

General Observations, Opinion, and Recommendation:- In my opinion, the machinery of this vessel is in safe working condition, as far as seen, and eligible to remain as classed, without fresh record of Survey, provided the Intermediate tunnel shaft be examined by a Surveyor to this Society, in twelve months time that is, 3-97.

Office or Registration Fee (per Sec. 27)	£	18/4	1896
Survey Fee (per Section 28)	£		
Special Damage Fee (per Section 28)	£	2 1/2	1896
Travelling Expenses (if chargeable)	£	13	6

Received by me, R. J. Beveridge, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. MAY 1 1896

Assigned as now (subject)

note limit