

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

No. *9651* Date of Writing Report *Feb 5<sup>th</sup> 1890* Port of *Glasgow*  
 No. in Reg. Book *658* Survey held at *Glasgow* Date, first Survey *24<sup>th</sup> Jan<sup>y</sup>* Last Survey *5<sup>th</sup> Feb 1890*  
 on the Machinery of the *S.S. Skerryvore* Master *Shirling* No. of Visits *6*  
 Tonnage { Gross *247* Net *481* Vessel built at *Belfast* By whom *Wakman Clark* When *1882* YEAR. MONTH. *10*  
 Registered Horse Power *180* Engines made at *Belfast* When *82* Boilers, when made (Main) *82* (Donkey) *82*  
 No. of Main Boilers *2* Owners *Clyde Shipping Coy.* Port *Glasgow* Voyage *Coasting*  
 Steam Pressure in Main Boilers *100 lb* If Surveyed Afloat or in Dry Dock *Pointhouse* Class of Vessel & Machinery *100 A 1*  
 in Donkey Boiler *45 lb* (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *3.88*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) *S.S. No. 2. + L.M.C. 4. 87.*  
 (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? *Yes*  
 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 on slipway at which time the propeller shaft was drawn in and on examination found in good order. Propeller refitted and secured. All sea cocks and connections overhauled and examined -*

*All parts of the engines have been opened out, working parts adjusted, everything on examination found in good order -*

*The Main boilers have been opened out and examined throughout and along with their mountings found in very good condition.*

*The donkey boiler examined and found somewhat wasted on shell on the side next to main boiler uptake, but not to any serious extent -*

*Main and donkey boiler safety valves adjusted under steam to their working pressure.*

General Observations, Opinion, and Recommendation:— *The above mentioned vessels machinery is now in my opinion in a good and efficient working order and eligible to the notation: + L.M.C. 2. 90.*  
 (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. A/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).....	£ <i>4</i> : <i>10</i> : ..	<i>8/2</i> 1890
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	received by me, <i>13/2</i> 1890
Travelling Expenses (if chargeable).....	£ : :	

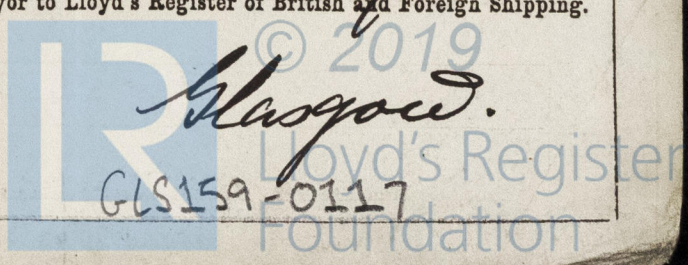
*John Anderson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
*Glasgow.*

Committee's Minute *TUES 25 FEB 1890*  
 Assigned *+ L.M.C. 2. 90*

State if a Report is also now sent on the Ship by or if not whether, and when, one will be sent.

To be sent to Committee's Minute. (The Surveyors are required not to write on or below the space for Committee's Minute.)

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





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.

9651 95

as submitted that the

must be eligible to

have + L.N.C. 2-90

recorded-

M.A.

24-2-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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