

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

No. 10393 Date of Writing Report 30th Dec 1890 Port of Glasgow  
No. in Reg. Book. Survey held at Glasgow Date, first Survey 20th Dec Last Survey 25th Dec 1890  
573. on the Machinery of the S. S. Skerryvore Master J. Stirling No. of Visits 3  
Tonnage Gross 924 Net 528 Vessel built at Belfast By whom Workman Black & Co When 1882 - 10  
Registered Horse Power 180 Engines made at Belfast When 82 Boilers, when made (Main) 82 (Donkey) -  
No. of Main Boilers Owners Clyde Shipping Co. Port Glasgow Voyage Coasting.  
Steam Pressure in Main Boilers 100 lbs If Surveyed Afloat or in Dry Dock Meadowside  
in Donkey Boiler - Class of Vessel & Machinery 100 A 1  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking + L.M.C. 2.90

(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? ☒

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 in dry dock at which time the propeller was taken off and fitted with new blades, the old ones having got damaged. - Propeller refitted and properly secured. - Sea connections examined externally and found in good order. -

General Observations, Opinion, and Recommendation:-- As far as seen this  
(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.)

Vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed without any 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)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

Committee's Minute

Assigned as now



10293 GL

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  
classified.

W.A.  
31-12-20

STED NOT TO WRITE ACROSS THIS MARGIN.



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