

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

No. *9492* Date of Writing Report *25th Apr 1890* Port of *Glasgow*
Reg. Book. *183* Survey held at *Glasgow* Date, first Survey *14th March* Last Survey *28th March 1890*
on the Machinery of the *Sandringham S.S.* Master *Falconer* No. of Visits *5*
Tonnage Gross *1159* Net *738* Vessel built at *Middlesbro'* By whom *Blackburne & Dixon* When *1872-4*
Registered Horse Power *120* Engines made at *Hartlepool* When *72* Boilers, when made (Main) *81* (Donkey) *-*
No. of Main Boilers *One* Owners *J. & W. Martin & Co* Port *Glasgow* Voyage *-*
Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat *Yes* In Dry Dock *Govan Dk* Class of Vessel & Machinery *A1.1*
in Donkey Boiler *4.88*

Last Survey No. *-* Port *-*

Particulars of Examination and Repairs (if any) *Boiler Annual B.S. 4.89*

(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 *Fifth Survey 88*

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? *✓*

When the vessel was in dry dock all the sea connections were examined externally and along with propeller fastenings found in good order.

Main and donkey boilers opened out and examined throughout and found in good order. Safety valves and other mountings overhauled and examined. —

General Observations, Opinion, and Recommendation:— *When the Safety*

(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.)

Valves have been adjusted under steam. I am of opinion that the machinery is eligible to the notation: B.S. 4.90. —

| | | | |
|---|---|---|------------------|
| 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 |

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

Committee's Minute

TUES 29 APRIL 1890

TUES 20 MAY 1890

FRI 30 MAY 1890

Assigned

Note for Completion

GLS159-0312

N.E.—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.

9798 Gb

It is submitted that this
vessel will be eligible to
have B.S. 4-90 recorded
when the safety valves of
the Main and derrick
boilers have been
adjusted under
steam.

W.A.

28-4-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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