

10126

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

No. 10126 Date of Writing Report Sept. 16th. 1890 Port of Glasgow (Received at London Office. WED 17 SEPT 1890)

No. in Reg. Book 194 Survey held at Glasgow Date, first Survey Sept. 3<sup>rd</sup> Last Survey Sept. 13<sup>th</sup> 1890  
on the Machinery of the S.S. Sandringham Master Falconer No. of Visits 2

Tonnage Gross 1159 Net 738 Vessel built at Middlesboro By whom Bachman & Dixon When 1872  
Registered Horse Power 120 Engines made at Hartlepool When 1872 Boilers, when made (Main) 1881 (Donkey)

No. of Main Boilers 1 Owners Jurnbull, Martin & Co Port Glasgow Voyage Spain  
Steam Pressure in Main Boilers 70 lbs If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) River  
in Donkey Boiler Class of Vessel & Machinery A1.1  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. 9945 Port Glasgow  
Particulars of Examination and Repairs (if any) Annual Boiler Survey  
(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?

Examined Main & Donkey Boilers under steam & adjusted Safety Valves to safe working pressures.  
The above completes the Boiler Survey begun in Glasgow 4/90 see report N° 9792.

## General Observations, Opinion, and Recommendation:—

(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.)  
I am now of opinion that the machinery of this vessel is now in good order & eligible to remain as classed with new notation B.S. 4-90

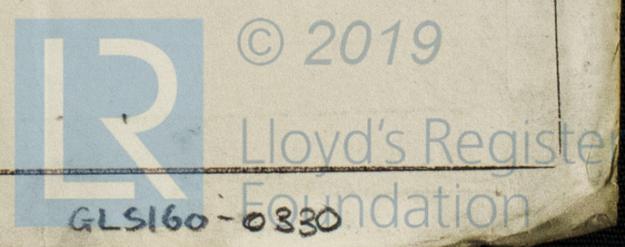
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|--|---|---|----|--|
| Office or Registration Fee (per Sec. 27) | £ | : | :  | Fees applied for   |
| Survey Fee (per Section 28)              | £ | 1 | 10 | - } 16/9/ 1890   |
| Special Damage Fee (per Section 28)      | £ | : | :  | } <u>Romen</u><br><u>Alex. P. Kidd</u><br>Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. |
| *Certificate (if required) as per margin | £ | : | :  |  |
| Travelling Expenses (if chargeable)      | £ | : | :  |  |

Committee's Minute FRI 19 SEPT 1890  
Assigned BS 4.90

\* Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9.—Transfer Ink—6000, 9/12/89. \* Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

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



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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 have B.S. 4-90 recorded.  
P.A.  
10-9-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.