

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

(Received at London Office, WED. 22 APR 1891)

No. 10621 Date of Writing Report 18 Port of Glasgow  
 No. in Reg. Book 194 Survey held at Glasgow Date, first Survey 16<sup>th</sup> April Last Survey April 18<sup>th</sup> 1891  
 on the Machinery of the S.S. Sandringham Master No. of Visits 2  
 Tonnage Gross 1159 Net 738 Vessel built at Middlesbrough By whom Backhouse & Dixon When 1872 YEAR. MONTH. 4  
 Registered Horse Power 120 Engines made at W. Hartlepool When 1872 Boilers, when made (Main) 1881 (Donkey) 1881  
 No. of Main Boilers one Owners Gurnbull Martin & Co Port Glasgow Voyage  
 Steam Pressure in Main Boilers 70 lbs If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery A1, 13.90  
 in Donkey Boiler balls (State name of Dock.) Queens (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) NB, 81  
 Last Survey No. 10720 Port Glasgow BS 4.90  
md. 11/85 1<sup>st</sup> Survey 4.88

Particulars of Examination and Repairs (if any) Annual  
 (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?

*The main boiler was opened up and examined throughout, the front of S. King furnace was found cracked through the centre of rivet holes to the extent of seven inches recommended that the defective part be cut out and a patch fitted; which has been done in a satisfactory manner. The safety valves were overhauled examined and with the other parts of the boiler found to be in good order.*

*The donkey boiler with its safety valves were opened up and upon examination found to be in good order.*

*Steam was raised in both main and donkey boilers, and safety valves adjusted to their safe working pressures.*

## 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.)  
*The machinery of this vessel, as far as seen appears to be in good working order, and in my opinion eligible to remain as classed with the notification BS 4.91 in the Register Book*

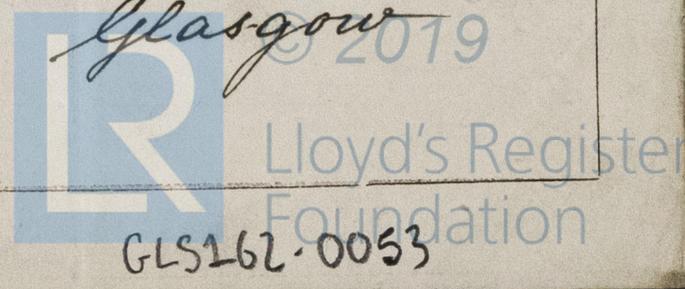
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for <u>20/4 1891</u> Received by me, <u>21/4 1891</u>
Survey Fee (per Section 28)	£	1	10	
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

*James Harvey*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
Glasgow

Committee's Minute FRI. 24 APR 1891

Assigned B.S. 4/91

*B.S.*



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

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

Insert Character of Ship and Machinery specified in the Register Book.

10621 gls

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 for the vessel B.S. 491  
22.4.91  
C.P.S.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.