

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

(Received at London Office)

WED 8 FEB 1911

Date of writing Report 4-2-1911 When handed in at Local Office 4-2-1911 Port of Glasgow

No. in Survey held at Glasgow Register Date, First Survey 14<sup>th</sup> Dec Last Survey 31<sup>st</sup> Jan 1911

Book. on the Machinery of the Wood, Iron or Steel S. S. "Sand Grouse" Master Randall

Age { Gross 206 Net 291 Vessel built at Register By whom J. M. Simon & Co Ltd When 1909 6

Registered { 294 Engines made at ditto By whom ditto When 1909

Use Power { of Main Boilers 3 Boilers, when made (Main) 1909 (Donkey) -

of Donkey Boilers 1 Owners Government of Southern Nigeria Port Lagos Voyage Lagos

Steam Pressure Main Boilers 180 If Surveyed Afloat or in Dry Dock Shearwater River

Donkey Boilers - (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years	Machinery and Boiler
For Special Survey.	Since last Survey	Surveys
Date of last Survey and of Periodical Surveys.	expired.	(including date of N.B., if any).
+ A1 Safford Dugan		+ LMC 709
609		

Report No. Port

Particulars of Examination and Repairs (if any) Damage + LMC

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " "

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed?

If so, state reasons

Has shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Damage stated to have been caused by stranding on the Bar at Lagos on Sept 28-1910

fluids, Pistons, Slide Valves, faces, Condensers, Pumps, Bridge & sea connections

and Thrust & Intermediate Shafts, Propellers, Huddell's Steam Steering Gear, all

examined, Main Boilers with their Safety Valves & Mountings examined &

their Safety Valves adjusted under steam to the above working pressure

new screw liner fitted on Tail Shaft, Propeller blades clipped & fair & Thrust

Intermediate Shafts skinned in Lark & the whole of the shafting reinstalled

and up. Sides of stern tube renewed & a new Cedar all. Fitting fitted to

2<sup>nd</sup> Shaft, Main Feed Pump, Condenser & Cylinder bored out & new bucket & rods

fitted Intermediate Valve & faces machined & refitted Star & side of Condenser renewed

the Gypies also 2<sup>nd</sup> Motion Shaft with Drums Main Steam pipes (Engine Room Section)

replaced & tested all boiler gauge pipes cleared, Boiler scaled, Steering Gear overhauled & adjusted

electric lighting, Drying, Dynamo, overhauled

General Observations, Opinion, and Recommendation:—The Machinery of this Vessel is now

in a good & efficient condition & is eligible in my opinion to remain as

recorded with fresh record of LMC 1-11. Rotation of Propeller Shafts

in seen 1-11

Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete

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Complete

per Section 28) 5-0-0 4:10

Damage, or Repair Fee (if any) 5-0-0 4:15

Expenses (if chargeable) 10/-

Fees applied for 4/2/1911

Received by me, 9/2/1911

W. Gordon-Maclean

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

Committee's Minute Glasgow 27 FEB. 1911

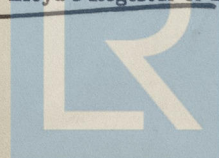
red + LMC 1,11

Note shafts.

W1581-0052

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

Is a Certificate required? If so, to be sent to



Lloyd's Register Foundation



Damage due to stranding.  
Machinery examined &  
minor repairs effected.

It is submitted that  
this vessel is eligible for  
**THE RECORD, L.M.C. I. II.**

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 to cause it to show through to the other side.

SI. II.

JWP  
9/2/11

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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