

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 H-2-1911 Port of Glasgow

No. in Survey held at Glasgow Renew Date, First Survey 14th Dec Last Survey 31st Dec 1911

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

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

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

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

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

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

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Aboard not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ A1 Upper Dudge 609		+ LMC 409

1st Report No. Port

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

Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

Do. " Donkey " " " No

Was any work 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boiler? No

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? No or is it without liners? No

Has the shaft now been changed? No If so, state reasons

Has the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? No or is it without liners? No

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

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

Damage stated to have been caused by stranding on the Bar at Lagos on Sept 28-1910
 fluidator, Pistons, Slide Valves, faces, Condensers, Pumps, Bridge & sea connections
 and Flues, Intermediate Shafts, Propellers, Condensers, Steam Steering Gear, all
 damaged. Main Boilers with their Safety Valves & Mountings examined &
 their Safety Valves adjusted under steam to the above working pressure
 new Liner fitted on Tail Shaft, Propeller blades clipped & fair lead Flues
 Intermediate Shafts skinned in parts & the whole of the shafting reinstalled
 and bed up. Bushes of stern tube renewed & a new Cedar all. Fitting fitted to
 2nd Shaft, Main Feed Pump, Chambers & Cylinder bored out, new bucket & rods
 fitted Intermediate Valve faces machined & refitted Star side of Condensers renewed
 the Gypser also 2nd Motion Shaft with Dress Main Steam pipes (Engine Room Section)
 sealed & tested all Boiler Gauge Pipes cleared Boiler scaled, Steering Gear overhauled & adjusted
 electric lighting, Drying, Dynamo, overhauled
 Observations, Opinion, and Recommendation:— The Machinery of this Vessel is now
 in a good & efficient condition & is eligible in my opinion to remain as
 proposed with fresh record of LMC 1-11. Rotation of Propeller shaft
 in seen 1-11

Per Section 28) £5-0-0 # H: 10
 Damage, or Repair Fee (if any) £5-5-0 # H: 15
 Expenses (if chargeable) 10/-
 Fees applied for 4/2/1911
 Received by me 9/2/1911
 W. Gordon-Maclachlan
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Glasgow 7 FEB. 1911
 Red + LMC 1, 11
 Note shafts.



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

Lined area for handwritten report text.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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