

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

No. 15660

MIN. 10 OCT. 1923

9<sup>th</sup> September 1923 When handed in at Local Office

(Received at London Office)

10 Port of **HAMBURG**

held at **HAMBURG**

Date, First Survey 23<sup>rd</sup> August 1923 Last Survey 5<sup>th</sup> September 1923

Machinery of the ~~Wood, Iron or Steel~~ Sc. "Sokoto" (extra)

(No. of Visits 6)

11 Vessel built at **Fumbarton**

By whom **St. Mc. Millan & Son, Ltd.**

When 1901-4

157 Engines made at **Kasgow**

By whom **Muir & Houston, Ltd.**

When 1901

2 Boilers, when made (Main) 1901

(Donkey) 1901

1 Owners **African S.S. Co. (Glder, Empster & Co., Ltd.)** Port **London**

Voyage **W. Africa**

066 If Surveyed Afloat or in Dry Dock **afloat**

(State name of Dock.)

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 elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1 1922		<input checked="" type="checkbox"/> L M C 3, 19
S.S. Kam. N° 3 - 2, 11		<input checked="" type="checkbox"/> B S 4, 22
S.S. Lu. N° 2 - 19		T.S. (L.L.) 4, 22

Port **HAMBURG**  
Examination and Repairs (if any) **St. L. M. C.**

held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the letters respecting this case.

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 not.

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

Go inside each Main Boiler separately and make a thorough examination at this time? **yes**

Donkey "

"

for what reasons? **Donkey Boiler not submitted for survey, was continually under steam.**

Boilers could not be thus thoroughly examined?

In the absence of internal examination, were adopted by the Surveyor the self of the thorough efficiency of those parts of each Boiler?

the Safety Valves of the Main Boiler? **yes**

To what pressure were they afterwards adjusted under steam? **160 lbs.**

the Safety Valves of Donkey Boiler? **no**

To what pressure were they afterwards adjusted under steam?

all the manholes, doors and their fastenings of the Main Boilers? **yes**

, and of the Donkey Boiler? **no**

the drain plugs of the Main Boilers? **none**

, and of the Donkey Boiler?

all the mountings of the Main Boilers? **yes**

, and of the Donkey Boiler? **no**

drawn and examined? **no**

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

aged? **no** If so, state reasons

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Signum vitæ or bearing metal of stern bush and top of after bearing of screw shaft?

state what arrangements have been made for its completion and what remains to be done? **not complete, it is stated by the Surveyor that the survey will be completed at next opportunity.**

connections & fastenings to be examined at next dry docking & examination of the Donkey-Boiler.

examined I. P. & L. P. cylinders, covers, pistons, slide valves, chests & rods; H. P. & I. P. connecting rods and brasses; L. P. connecting rod with top end brasses; H. P. & I. P. crankpins, I. P. & L. P. crankshaft bearings, bed plate; the main shaft & block, line of tunnel shafting, condenser, pumps, pipes & connections up as well as steering engine, the Main Boilers in & externally with mountings opened up, also under Boilers tight & safety valves adjusted to 160 lbs. found all of these parts in satisfactory condition after the had been carried out: St. Boiler starboard comb. chamber back letay removed; port comb. chamber back flanging of port lower manhole bottom built up by electric welding; St. Boiler flanging of the 2 lower built up by electric welding. Engine & auxiliaries examined under working conditions & found satisfactory.

Opinion, and Recommendation:—The Machinery of this vessel, as far as seen, is in satisfactory condition & eligible in my opinion to remain as classed in the Society's Register with Record of "L. M. C. - 9, 23" subject to the examination of the Donkey Boiler & the Sea connections & fastenings.

Fees applied for 2 Sept. 1923  
Received by me, 19

TUE OCT. 9 1923

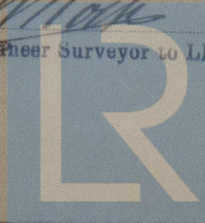
TUE. 6 NOV. 1923

FRI. 21 DEC. 1923

TUE. 1 JAN. 1924

FRI. 25 JAN. 1924

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W700-0197



S. 1203 due 2.23. partly held on machinery  
3.23 advances stated will be completed  
at first opportunity. B. 1 due 4.23 partly  
held.

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.

It is submitted that this  
vessel WILL BE eligible for  
the record. + L. M. C. MS 3.23  
BB 9.23  
when the propeller, and immediately  
after fastening have been examined  
the B. 1. held in its  
integrity.

L.  
8/10/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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