Rpt. 9.

No. 23 672

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 16 JUN 1954)

Date of writing Report 4th June 19 54 When handed in at Local Office 4th June 19 54 Port of ABERDEEN

No. in Reg. Book 28352 Survey held at PETERHEAD Date. First Survey 1: 4: 54 Last Survey 31 : 5: 19 54 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. STRAIDE

Tonnage { Gross 326 / Net 113

Nominal Horse Power 71 MN

No. of Main Boilers One

No. of Donkey Boilers nil

Steam Pressure— in Main Boilers 135 lb

in Donkey Boilers ---

Vessel built at Alloa By whom A. Jeffrey and Co. Ld When Year 1917 Month 3

Engines made at do By whom do When 1917 3

Boilers, when made (Main) 1917 (Donkey) ---

Owners ~~Northern Shipbreaking Co. Ld~~ J. CAMERON Owners' Address (if not already recorded in Appendix to Register Book.)

Managers J. Cameron Port Peterhead Voyage Coasting

If Surveyed Afloat or in Dry Dock Both. Peterhead D.D and afloat (State name of Dock.)

Last Report No. Port

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 assigned now expired.	Machinery and Boiler Surveys (including date of M.B., if any)	
+100A1	10-52		+LMC	4.51
SS Bel.	5.47(Dr)		BS	4.53
SS Irv.	4.51		TS cl	10.52

Cargo battens not fitted

Particulars of Examination and Repairs (if any) Docking, B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides 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.....

In 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

" " Donkey " " " ---

If not, 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? ---

State latest date of internal examination of each boiler 1st April 54 Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 1 25 lbs/sq. ins

Did the Surveyor examine the Safety Valves of the Donkey Boilers? --- 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 Boilers? ---

Did the Surveyor examine the drain plugs of the Main Boilers? ---, and of the Donkey Boilers? ---

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? ---

Has the screw shaft now been drawn and examined? no Has it a continuous liner? --- Is an approved oil retaining appliance fitted at the after end? ---

Has shaft now been changed? no If so, state reasons --- Has the shaft now fitted been previously used? --- Has it a continuous liner? ---

Is an approved oil retaining appliance fitted at the after end? --- State date of examination of Screw Shaft --- State the wear down in the stern bush rope guard not removed. Is electric light and/or power fitted? --- If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ---

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ---

Engine parts, when referred to by numbers, should be counted from forward.

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

NOW DONE:-

Vessel placed in drydock. Propeller, sternbush and outside fastenings examined.

Boiler examined internally and externally. Safety valves and other mountings overhauled, examined and all found or placed in good order.

Boiler examined under steam and the safety valves adjusted to 125 lbs /sq. ins at request of Chief Engineer, (W.P. 135 lbs)

Minor repairs only effected.

4

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3.34.

The machinery of this vessel, so far as now seen, is in good order, and is eligible in my opinion to remain as classed, and to have record of B.S. ~~6.54~~. 5.54

Survey Fee (per Section 29) B.S. £ 5 : 0 : 0 Fees applied for 7: 6: 19 54

Special Damage or Repair Fee (if any) £ : : (per Section 29.)

Travelling expenses (if chargeable) £ 4 : 16 : 0 Received by me, 19

John Douglas

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 17 JUN 1954

Assigned BS. 5.54

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If so, is the Report sent now, or when will it be sent?

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

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

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Cargo battens not fitted

Cargo battens not fitted.

COMPLETE.

NOW DONE:-

Vessel placed in drydock. Propeller, sternbush and outside fastenings examined.

Boiler examined internally and externally. Safety valves and other mountings overhauled, examined and all found or placed in good order.

Boiler examined under steam and the safety valves adjusted to 125 lbs /sq. ins at request of Chief Engineer.

(W.P. 125 lbs)

Minor repairs only effected.

The machinery of this vessel, so far as now seen, is in good order, and is eligible in my opinion to remain as classed, and to have record of B.S. 6.50.