

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

(Received at London Office)

SAT 12 JAN 1924

Date of writing Report 19 When handed in at Local Office -5 JAN 1924 Port of LIVERPOOL

No. in Reg. Book. Survey held at Birkenhead Date, First Survey Dec 17/23 Last Survey Jan 4 1924 (No. of Visits 5)

3A093 on the Machinery of the Wood, Iron or Steel S.S. "STRATUM"

Tonnage Gross 174 Net 26 Vessel built at Hesse By whom Livingstone & Co. Ltd. When 1921-1

Registered Horse Power 34 Engines made at Stockholm By whom J. & C. Bolinder & Co. Ltd. When 1921

No. of Main Boilers ✓ Boilers, when made (Main) (Donkey) ✓

No. of Donkey Boilers ✓ Owners J. Summers & Sons, Ltd. Port Hull Voyage

Steam Pressure in Main Boilers ✓ Surveyed Afloat in Dry Dock West Float and Grayson Slipway

in 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 Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 Motor Light 11, 22		L.M.C. 11, 22 Oil Engine TS. 11, 22.

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially 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? ✓

Do. " Donkey " " " ✓

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? ✓

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? yes. Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no.

Has shaft now been changed? no If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? new stern bush fitted C.I.

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

Now done. Examined cylinders, pistons, connecting rods, crank shaft, bed-plate valves, reversing gear and clutches, compressor, helge and circulating pumps with their valves and connection, ignition arrangements and fuel tanks examined. Vessel placed on slipway. Screw shaft drawn in, examined and found satisfactory. Sea cocks and valves examined. New C.I. propeller fitted. Propeller and fastenings examined and all found satisfactory. New C.I. bush fitted to stern tube. One air bottle examined and tested hydraulically to rule requirements. Engines tried under power and all found satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as classed and to have fresh records L.M.C. 1, 24. and screw shaft last seen 1.24..

(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, B.S. 9, 11, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

far as now seen, is in good condition and eligible in my opinion to remain as classed and to have fresh records L.M.C. 1, 24. and screw shaft last seen 1.24..

Survey Fee (per Section 28) £ 2 : 10 : 0

Special Damage or Repair Fee (if any) (per Section 28) £

Travelling Expenses (if chargeable) £

Fees applied for

10 JAN 1924

Received by me

11 JAN 1924

Committee's Minute LIVERPOOL

Assigned L.M.C. 1.24

Oil Engine

CERTIFICATE WRITTEN 6.2.24

When fee is paid

25.1.24

J.W. Leicester.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008634-008640-0089

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

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

Oil engines examined.
Propeller renewed &
Stern shaft examined.

It is submitted that
this vessel is eligible for

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.

THE RECORD

5/24

24/1/24
16/1/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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