

Reference

Lloyd's Register of British
and Foreign Shipping.
Belfast.

Encl.

LLOYD'S REGISTER,
LONDON.
RECD 11 JUN. 90
ANSR

10th June 1890.

The Secretary,
Lloyd's Register.
London. E.C.

Sir,

In submitting the enclosed First Entry Report on the Machinery of the S.S. "Strait Fisher", I beg to inform you that when I discovered the slight discrepancy between the Sizes of the Shafting as fitted and the Rules, I regret to say it was too late to effect any alteration that would have met the approval of the Owners and the Builders.

The Builders have written a letter (which I now-enclose) on this and other details referred to on my Report.

The engines in question are of the

these crank type and the crank shaft has six bearings; facts which will considerably reduce the range of maximum and minimum turning moments, and the bending stresses on C. shaft, and should the Committee desire, I shall make a diagram showing the turning moments.

To further meet the case the safety valves on main boiler were adjusted to exactly 160 lbs. per sq. inch.

In reference to the discharge valve on ship's side, I have to remark that hitherto I have requested all similar discharge pipes to have valves fitted; but Messrs Chas. Swan & Co. disagree with my interpretation of Clause 33 Sect. 78 and think that the words "if possible" qualify the whole clause.

The foregoing remarks also apply to the Builders' S.S. No 41, which is likewise a duplicate of the S.S. Antim; Bel. Rep. No 3472.

I am, Sir,
Your Obedient Servant,
James Watson

The rules require that all discharge pipes to be, if possible, carried
"above the deep load line, and to have discharge valves fitted on the
"plating of the vessel in an accessible position".

By the adjustment of the safety valves to 160 lbs, the rules will be
met for the diameters of the shafts.

It is submitted, that in order to comply with the rules,
a discharge valve will require to be fitted; the steam
pressure be marked at 155 lbs in the Register Book
(so as to prevent the safety valves being adjusted beyond
160 lbs in the future); a bilge injection be fitted, and
a suction be led from the tunnel.

W.A.
11.6.90
11/6/90

It is submitted, that the above work should
be completed, before the vessel is eligible
to be classed.

W.A.
12-6-90

W.A.

For the Chief Engineer
J. H. Alderson

Lloyd's Register
Foundation