

REPORT ON OIL ENGINE MACHINERY.

No. 8012

30 MAY 1928

Received at London Office

Report of Glasgow When handed in at Local Office 26.5.1928 Port of Glasgow
Date, First Survey 1.7.27 Last Survey 16. May 1928
Number of Visits 58

Single Glasgow Screw vessel M.V. "Strait" Tons { Gross 5343
Net 3104

By whom built Barclay Currie & Co. Ltd. Yard No. 613 When built 1926.7

By whom made do. Engine 16W101 When made 1928

By whom made 428.5800 Boiler No. 1926 When made 1924

Owners B. Rasmussen & Ol. Lunde Port belonging to Lundberg

Power as per Rule 482 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

Which vessel is intended Do find approved piston. Antler Lubrication Stroke cycle 2 Single or double acting Single

Types, &c. Type of Engines Do find approved piston. Antler Lubrication No. of cylinders 8 No. of cranks 3

Diameter of cylinders 22.835 Length of stroke 45.67(2) Is there a bearing between each crank Yes

as adjacent to the Crank, measured from inner edge to inner edge 108.26 Means of ignition Compression Kind of fuel used Diesel oil

minute 94 Flywheel dia. 8' 8" Weight 19 tons Mid. length breadth 25.6 Thickness parallel to axis 10.25

as per Rule as approved Crank pin dia. 18.1 Crank Webs 13.19 Mid. length thickness 10.25 Thickness around eye hole 7.5

as fitted 16.95 as per Rule as approved Intermediate Shafts, diameter 16.5 Thrust Shaft, diameter at collars 16.95

as fitted 16.95 as per Rule as approved Screw Shaft, diameter 15.8 Is the tube shaft fitted with a continuous liner Yes

as fitted 15.8 as per Rule as approved Is the after end of the liner made watertight in the Yes

ers, thickness in way of bushes 3.4 Thickness between bushes 19.32 Is the after end of the liner made watertight in the Yes

as per Rule as approved If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes

as fitted 3.4 Does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Yes

are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after Yes

Length of Bearing in Stern Bush next to and supporting propeller 5' 2 1/2"

be shaft No. Pitch 13' 6" No. of blades 4 Material Brass whether Moveable No. Total Developed Surface 85 sq. feet

reversing Engines Comp. Air Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication Yes

Thickness of cylinder liners 1.5 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with Yes

material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Yes

ater Pumps, No. 2 Main + 2 Out. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

os worked from the Main Engines, No. 1 Diameter 4.35 Stroke 26 Can one be overhauled while the other is at work Yes

ected to the Main Bilge Line { No. and Size 4.35 dia x 26 stroke How driven 1 additional on main 90.45810

mps, No. and size 4.35 dia x 26 stroke Lubricating Oil Pumps, including Spare Pump, No. and size 4.35 dia x 26 stroke

pendent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Yes

and size:—In Machinery Spaces Yes Are the Bilge Suctions in the Machinery Spaces Yes

ent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Yes Are they fitted with Valves or Cocks Yes

Bilge Suction pipes in Holds and Tunnel Well fitted with Yes Are the Overboard Discharges above or below the deep water line Yes

sily accessible mud-boxes, placed above the level of the water floor, with straight tail pipes to the bilges Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

Connections fitted direct on the skin of the ship Yes How are they protected Yes

ed sufficiently high on the ship's side to be seen without tilting the platform plates Yes Have they been tested as per Rule Yes

h fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

pass through the bunkers Yes Have they been tested as per Rule Yes

pass through the deep tanks Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

es, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

ngement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one Yes

ut to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes

vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

Compressors, No. 2 No. of stages 2 Diameters 62.2 Stroke 25.6 Driven by Main Motn

Air Compressors, No. 2 No. of stages 2 Diameters 62.2 Stroke 25.6 Driven by Main Motn

Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 62.2 Stroke 25.6 Driven by Main Motn

ing Air Pumps, No. 1 Diameter 62.2 Stroke 25.6 Driven by Main Motn

y Engines crank shafts, diameter 18.1 as per Rule as approved

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

ternal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Yes

a drain arrangement fitted at the lowest part of each receiver Yes

ressure Air Receivers, No. 2 Cubic capacity of each 220 Internal diameter 4' 1 1/2" Working pressure by Rules 600 lb.

lap welded or riveted longitudinal joint Painted Material S Range of tensile strength 28.32 tons Thickness 1 1/8"

g Air Receivers, No. 2 Total cubic capacity 220 Internal diameter 4' 1 1/2" Working pressure by Rules 600 lb.

lap welded or riveted longitudinal joint Painted Material S Range of tensile strength 28.32 tons Thickness 1 1/8"

W219-0160

NOT TO WRITE ACROSS THE MARGIN.

IS A DONKEY BOILER FITTED? *Yes Two* If so, is a report now forwarded? *See Report*
PLANS. Are approved plans forwarded herewith for Shafting *22-1-27* Receivers *duplicate* Separate Tanks
Donkey Boilers *✓* General Pumping Arrangements *Yes* Oil Fuel Burning Arrangements

SPARE GEAR

In accordance with Rules and additional

The foregoing is a correct description,
FOR BARCLAY, CURLE & CO. LTD.

John Alexander
ENGINE WORKS MANAGER.

Manufacturer.

Dates of Survey while building
During progress of work in shops - *1927 July 1-4-6-7-8 Aug 3-9-10-19 Sep 5-13-19-27-30 Oct 3-10-12-17-26-31 Nov 4-7-11-16-28 Dec 7-10*
During erection on board vessel - *Jan 6-9-11-18-20-25-27-29 Feb 3-8-10-13-16-17-20-26-29 Mar 2-5-9-12-19-21-23 Apr 4-10-23*
Total No. of visits *58*

Dates of Examination of principal parts—Cylinders *17-2-28* Covers *✓* Pistons *20-2-28* Rods *20-2-28* Connecting rods
Crank shaft *7-12-24* Flywheel shaft *6-1-28* Thrust shaft *6-1-28* Intermediate shafts *14-3-28* Tube shaft
Screw shaft *14-3-28* Propeller *14-3-28* Stern tube *14-3-28* Engine seatings *✓* Engines holding down bolts *2-5-28*
Completion of fitting sea connections *2-5-28* Completion of pumping arrangements *2-5-28* Engines tried under working conditions *2-5-28*
Crank shaft, Material *S.M. Best steel* Identification Mark *2H15-7-12-27* Flywheel shaft, Material *S.M. Best steel* Identification Mark *2052*
Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks *13120*
Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material Identification Mark *13121*

Is the flash point of the oil to be used over 150° F. *Yes*
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes*
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *Oil tanker* If so, have the requirements of the Rules been complied with
Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *"Bla"*

General Remarks (State quality of workmanship, opinions as to class, &c.)
The main motor together with all shafting and starting air receivers have been built under special Survey and in accordance with the Rules. The materials and workmanship are good. The motor has been efficiently set in position and on completion has been tested under working conditions and found in order.
The machinery of this vessel is eligible, in my opinion, to remain as classed in the Register Book with notation of +NE 5-28.

It is submitted that this vessel is eligible for THE RECORD, +LMC 5-28. +NE 5-28. NEW T.S. (C-L) 5-28.

Oil Engines
After machinery recd to 2 S.C.S.A. 482 NHP
3cy 22 7/8" - 48 9 1/8" DB 120 1/2 NDB 24 refitted 5-28 100 1/2
Barclay Curle & Co. Ltd. Glasgow 11/6/28

The amount of Entry Fee ... £ :
Special ... £ 97 : 6
Donkey Boiler Fee ... £ 4 : 4
Travelling Expenses (if any) £ :
When applied for, *29 MAY 1928*
When received, *30-6-28*

Committee's Minute *GLASGOW 29 MAY 1928*

Assigned *+ NE 5-28*
+ LMC 5-28
(see also S.O. 46-12/7-28)

CERTIFICATE WRITTEN

James Forman
Engineer Surveyor to Lloyd's Register of Shipping

FRI. 26 JUL 1929
WED. 2 JAN 1929
TUE 11 JUN 1929

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