

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

28 MAR 1934

Date of writing Report **3.3 1934** When handed in at Local Office **5.3 1934** Port of **Glasgow**
 No. in Survey held at **P Glasgow** Date, First Survey **14th January 1933** Last Survey **2nd March 1934**
 Reg. Book. **S/S "Earlebury"** (Number of Visits **3**)
 on the **S/S "Earlebury"** Tons { Gross **5082.13**
 Built at **Glasgow** By whom built **Glasgow Ltd** Yard No. **865** When built **1934**
 Engines made at **Glasgow** By whom made **Rouan & Co** Engine No. When made **1934**
 Boilers made at **Glasgow** By whom made **ditto** Boiler No. When made **1934**
 Registered Horse Power Owners **National Steamship Co Ltd** Port belonging to **Glasgow**
 m. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 made for which Vessel is intended **Tough**

ENGINES, &c.—Description of Engines

No. of Cylinders	Length of Stroke	No. of Cranks	Revs. per minute
Bank shaft, dia. of journals	Crank pin dia.	Mid. length breadth	Thickness parallel to axis
Intermediate Shafts, diameter		Mid. length thickness	Thickness around eye-hole
Propeller Shafts, diameter	Screw Shaft, diameter	Thrust shaft, diameter at collars	
			Is the tube shaft fitted with a continuous liner
Brass Liners, thickness in way of bushes	Thickness between bushes		Is the after end of the liner made watertight in the
Propeller boss			If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
			the liner 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
			two liners are fitted, is the shaft lapped or protected between the liners
			Is an approved Oil Gland or other appliance fitted at the after end of the tube
			Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia.	Pitch	No. of Blades	Material whether Moveable Total Developed Surface sq. feet
Large Pumps worked from the Main Engines, No.	Diameter	Stroke	Can one be overhauled while the other is at work
Small Pumps worked from the Main Engines, No.	Diameter	Stroke	Can one be overhauled while the other is at work
Feed Pumps, No. and size	Pumps connected to the Main Bilge Line { No. and size How driven		
Oil Pumps, No. and size	Lubricating Oil Pumps, including Spare Pump, No. and size		
Are two independent means arranged for circulating water through the Oil Cooler	Suctions, connected to both Main Bilge Pumps and Auxiliary		
Large Pumps;—In Engine and Boiler Room	In Holds, &c. 3 1/2" 903 hold. 4. 2 1/2" bronze bushes 2. 2"		
Pump Room			
Main Water Circulating Pump Direct Bilge Suctions, No. and size	Independent Power Pump Direct Suctions to the Engine Room Bilges,		
Are all the Bilge Suction Pipes in holds and tunnel well fitted with stram-boxes	Yes		
Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges	Yes		
Are all Sea Connections fitted direct on the skin of the ship	Yes		
Are they fitted with Valves or Cocks	Both		
Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates	Yes		
Are the Overboard Discharges above or below the deep water line	Above		
Are they each 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		
How are they protected	None		
What Pipes pass through the bunkers	None		
Have they been tested as per Rule			
What pipes pass through the deep tanks			
Have they been tested as per Rule			
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times			
Is the arrangement 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 compartment to another			
Is the Shaft Tunnel watertight			
Is it fitted with a watertight door			
Is worked from			

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Forced Draft fitted No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Preheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

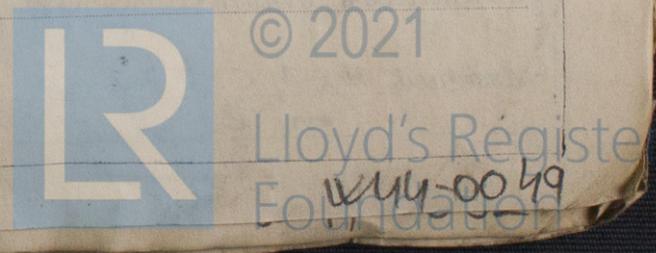
SPARE GEAR.

Is the spare gear required by the Rules been supplied

Is the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - - (1934) Jan. 4. Feb. 2. Mar. 2.
 Total No. of visits - - - 3.

Dates of Examination of principal parts—Cylinders Slides Corers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube Engine and boiler seatings 5. 2. 34 Engines holding down bolts

Completion of fitting sea connections in holds 2. 3 34 Boilers fixed Engines tried under steam
 Completion of pumping arrangements Thickness of adjusting washers
 Main boiler safety valves adjusted

Crank shaft material Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.
 Have the requirements of the Rules for the use of oil fuel been complied with
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
 Is this machinery duplicate of a previous case yes If so, state name of vessel SS's Harpasa Enter 1906

General Remarks (State quality of workmanship, opinions as to class, &c. See Propeller, Tail Shaft, Stern tube & sea connections & fastenings like seen satisfactory fitted on board.
See Bilge Pumping arrangements in the hold like seen fitted in accordance with the Rules & approved plans tested & found satisfactory

The amount of Entry Fee ... £ : : When applied for.
 Special ... £ : : 19
 Donkey Boiler Fee ... £ : : When received.
 Travelling Expenses (if any) £ : : 19

W. Gordon Muellet J. A. Owen
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 27 MAR 1934** *ipH.*

Assigned LMC. 334 F.D. 4
on Gen. Rpt. 54332



The Surveyors are requested not to write on or below the space for Committee's Minute.