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*Ship* Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

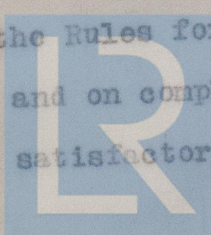
2 Enclosures.

5th July, 1926.

Dear Sirs,

Reverting to Mr. Shaw's letter of the 23rd ultimo enclosing plans of midship section and profile of the steamer "EARL OF DURHAM", for which vessel this Society's classification is now desired, it is noted that the Owners are proposing to instal new machinery and boilers, which will be constructed under this Society's survey.

The scantlings and arrangements as indicated on the plans have been examined, and compared with the requirements of the Revised Rules, and I am directed to state that provided some additional support be afforded to the deck in way of the long hatchway; the boiler room bulkhead be additionally supported; a few other minor amendments be carried out as amended on the plans; you satisfy yourselves with regard to the efficiency of the panting arrangements, strengthening of bottom forward, construction of the fore and aft peak bulkheads and the arrangements at the break of the poop; the requirements of the Rules for vessels not built under survey be complied with, and on completion of the survey and additional strengthening a satisfactory report be received



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-2-

from you, the steamer will be eligible to be favourably recommended to the Committee for the class 100A1.

The particulars of the equipment as indicated on the plans are satisfactory.

It is to be noted that the vessel is now eight years old and you will have an opportunity during the survey of satisfying yourselves with regard to the steel of which she is built.

In order to facilitate the survey of the propelling machinery the following particulars should be furnished, viz:-

Name of Engine Builders.

Diameter of cylinders.

Length of stroke

Working pressure

Diameter of propeller

Whether the screw shaft is fitted with a continuous liner or otherwise.

Sizes of crank, thrust, intermediate and screw shafts.

A plan of the main boilers and of the donkey boiler if fitted.

You should also state whether it is proposed to use any of the existing straight shafting and, if so, a plan of the shafting should be forwarded, if obtainable.

The plans of midship section and profile

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-3-

are returned herewith.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

SUNDERLAND.



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