

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of written Report July 17th 1934 When handed in at Local Office 28 JULY 1934 Port of LIVERPOOL
 No. in Survey held at Birkenhead Date, First Survey 24th Jan'y 1934 Last Survey 12th July 1934
 Reg. Book.. 65305 on the S. S. 'Royal Daffodil II' (Number of Visits 82) Tons { Gross 580. Net 216.
 Built at Birkenhead By whom built Cammell Laird & Co. Ltd Yard No. 999 When built 1934
 Engines made at Birkenhead By whom made Cammell Laird & Co. Ltd Engine No. 999 When made 1934
 Boilers made at Birkenhead By whom made Cammell Laird & Co. Ltd Boiler No. 999 When made 1934
 Indicated Horse Power 1075 Owners The Messrs. Alderman, Bergeson & Brough Port belonging to Liverpool
 Registered Horse Power 184 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Ferry purposes.

ENGINES, &c.—Description of Engines Twin screw - vertical reciprocating Revs. per minute 145
 Dia. of Cylinders 14" 23 1/2" 38" Length of Stroke 24" No. of Cylinders 3 each engine No. of Cranks 3 each engine
 Crank shaft, dia. of journals as per Rule 7.1" Crank pin dia. 7 3/4" Crank webs Mid. length breadth 14 1/4" Thickness parallel to axis 5"
 as fitted 7 3/8" Mid. length thickness 5 1/2" Thickness around eye-hole 3 1/4"
 Intermediate Shafts, diameter as per Rule 6.9" Thrust shaft, diameter at collars as per Rule 7.2"
 as fitted 7" as fitted 7 1/4"
 Tube Shafts, diameter as per Rule 7.8" Is the { screw } shaft fitted with a continuous liner { no lines }
 as fitted 7.8" as fitted 8 1/2"
 Bronze Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes as per Rule ✓ 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 ✓
 If 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 ✓
 If 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 shaft yes If so, state type U.S. patent gland Length of Bearing in Stern Bush next to and supporting propeller 4'0"
 Propeller, dia. 7'9" Pitch 11'3" No. of Blades four Material Mangan. Bronze whether Moveable no Total Developed Surface 19.4 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. " Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size Two - 8" x 6" x 15" Pumps connected to the Main Bilge Line { No. and size One 8" x 6" x 15" One 5 1/2" x 4" x 12" How driven steam How driven steam
 Ballast Pumps, No. and size One 8" x 6" x 15" Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room In engine room one 2 1/2" In boiler room 3 or 2 1/2" 2 or 2"
 In Pump Room In pump room one 2" for stern 2 or 2" aft peak 1 or 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 2 1/2"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-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 fixed 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
 What Pipes pass through the bunks main pump discharge overboard How are they protected steel plate
 What pipes pass through the deep tanks for aft peak bilge suction Have they been tested as per Rule yes
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 yes Is the Shaft Tunnel watertight no tunnel Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 3123 sq ft
 Is Forced Draft fitted no No. and Description of Boilers 3 multibore cylindrical Working Pressure 200 lb sq in
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? ✓
 Is the donkey boiler intended to be used for domestic purposes only no
PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers ✓ Donkey Boilers ✓
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.
 Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied one stern tube brush, one ecc sheave & strap complete, 12 brass tubes & 100 ferrules, one air pump bucket, a number of boiler tubes, & other items in accordance with list attached herewith.

The foregoing is a correct description.

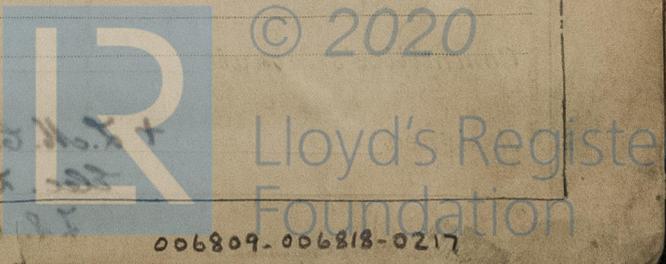
CAMMELL LAIRD & Co. LIMITED,

J. W. Carr

Manufacturer.

SECRETARY.

006809-006818-0217



Jan 24, Feb 1, 5, 8, 9, 13, 15, 17, 19, 21, 23, 27, 28, Mar 1, 2, 5, 7, 9, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 26, 27, 28, Apr 3, 5, 6, 9, 10, 11, 12, 13, 16, 18, 19, 20, 23, 25, 27, 30, May 1, 2, 3, 7, 9, 10, 15, 24, 25, 28, 29, 30, 31, June 4, 6, 7, 8, 11, 13, 14, 15, 18, 21, 22, 23, 28, 29, 30, July 2, 3, 4, 6, 10, 11, 12.

Dates of Survey while building
 During progress of work in shops --
 During erection on board vessel --
 Total No. of visits 82

Dates of Examination of principal parts—Cylinders 19/3/34, 24/3/34, 28/3/34, 9/3/34, 28/3/34, 5/4/34, Slides 28/3/34, 23/4/34, Covers 13/4/34, 25/4/34
 Pistons 23/3/34, 24/3/34, 28/3/34, 10/4/34, Piston Rods 20/3/34, 23/4/34, Connecting rods 9/4/34, 27/3/34, 20/4/34, 24/4/34
 Crank shaft 27/3/34, 13/4/34, 11/4/34, Thrust shaft 16/3/34, 23/4/34, Intermediate shafts 11/2/34, 23/4/34, 24/4/34
 Tube shaft Screw shaft 24/3/34, 10/3/34, 28/3/34, 24/4/34, Propeller 15/6/34
 Stern tube 24/3/34, 25/4/34, Engine and boiler seatings 22/5/34, Engines holding down bolts 4/7/34
 Completion of fitting sea connections 29/5/34, Boilers fixed 3/7/34, Engines tried under steam 12/7/34
 Completion of pumping arrangements 6/7/34, Main boiler safety valves adjusted 6/7/34, Thickness of adjusting washers P. p 29/64 S. 3/8, C. p 1/2 S. p 25/64 S 3/8.
 Crank shaft material slab Identification Mark 2035, Thrust shaft material slab Identification Mark 1075, 1075
 Intermediate shafts, material slab Identification Marks 1075, 1081, Tube shaft, material Identification Mark
 Screw shaft, material slab Identification Mark 1075, Steam Pipes, material slab Test pressure booth Date of Test 24/6/34, 3/7/34
 Is an installation fitted for burning oil fuel no Is the flash point of the oil to be used over 150°F.
 Have the requirements of the Rules for the use of oil as 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 no If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This Machinery has been constructed under special survey, & is in accordance with the approved plans and the Rules. The workmanship is good throughout. Upon completion it was examined under full working conditions during official trials and found satisfactory, and is now eligible in my opinion for Classification in Register book with record of time 7-34.

The amount of Entry Fee ... £ 3 : 0 : 0
 Special ... £ 46 : 0 : 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 31 JULY 1934
 When received, 17-8-34

J. J. Melton
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 31 JULY 1934
 Assigned + L.M.C. 7:34.
 Elec. Light.
 I.S.O.B.
 CERTIFICATE WRITTEN.

