

REPORT ON OIL ENGINE MACHINERY.

No. 61030

Received at London Office

MAY 18 1939

Date of writing Report 4.5.39 When handed in at Local Office 6.5.39 Port of Glasgow
 Date, First Survey 18.2.38 Last Survey 3.5.1939
 Number of Visits 62

To. in Survey held at Dumbarton
 eg. Book. on the ^{Single} Twin ^{Triple} Screw vessel "Royal Daffodil"
 Tons { Gross 2060
 Net 1046

Built at Dumbarton By whom built W. Denny & Sons Ltd. Yard No. 1330 When built 1939

Engines made at " By whom made " Engine No. 1082 When made 1939.

Donkey Boilers made at Home By whom made ✓ Boiler No. ✓ When made ✓

Brake Horse Power 4500 Owners General S. H. E. Ltd. Port belonging to London

Com. Horse Power as per Rule 841 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended English Channel.

MAIN ENGINES, &c. Type of Engines Sulzer 14 3/4 2 stroke cycle Yes Single or double acting Yes

Maximum pressure in cylinders 850 lbs. Diameter of cylinders 360 m/m Length of stroke 600 m/m No. of cylinders 12 No. of cranks 24 total

Mean Indicated Pressure 320 Each Eng. Is there a bearing between each crank: Yes

Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 443 m/m

Revolutions per minute 320 Flywheel dia. 1247.66 Weight 277.7 KC Means of ignition Corro Kind of fuel used Diesel

Crank Shaft, Solid forged dia. of journals 25.2-28 as per Rule 240 m/m Crank pin dia. 240 m/m Crank Webs Mid. length breadth 380 m/m Thickness parallel to axis solid

Intermediate Shafts, diameter 25.2-28 as per Rule 7 3/4 Thrust Shaft, diameter at collars 25.2-28 as per Rule 250 m/m

Propeller Shaft, diameter 250 m/m as fitted 250 m/m

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AIR RECEIVERS:—Have they been made under survey *yes* State No. of Report or Certificate *C 37848*

Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*

Can the internal surfaces of the receivers be examined and cleaned *yes* Is a drain fitted at the lowest part of each receiver *yes*

Injection Air Receivers, No. *None* Cubic capacity of each *18 cu ft* Internal diameter *2' 4 1/2"* thickness *3/8"*

Seamless, lap welded or riveted longitudinal joint *riveted* Material *SH. Steel* Range of tensile strength *28-32* Working pressure by Rules *200*

Starting Air Receivers, No. *3* Total cubic capacity *120 cu ft* Internal diameter *2' 9"* thickness *25/32"*

Seamless, lap welded or riveted longitudinal joint *yes* Material *S* Range of tensile strength *29-33* Working pressure by Rules *600*

IS A DONKEY BOILER FITTED? *no*

If so, is a report now forwarded? *yes*

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

PLANS. Are approved plans forwarded herewith for Shafting *yes*

Receivers *yes*

Separate Fuel Tanks *yes*

Donkey Boilers *None*

General Pumping Arrangements *yes*

Pumping Arrangements in Machinery Space *yes*

Oil Fuel Burning Arrangements *yes*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *1- Screw shaft, 1- cyl liner, 1- cyl cover.*

The foregoing is a correct description,

WILLIAM DENNY & BROTHERS LTD.
(INCORPORATED IN ENGLAND)

Manufacturer.

for W. Guthrie

Dates of Survey while building
During progress of work in shops-- 1938 Feb: 18 Mar: 1-30 Apr: 8-15-22-29 May: 13-25 June: 2-15-21-28-30 July: 4-7-8
During erection on board vessel-- Aug: 1-3-5-12-17-19-23-26 Sep: 2-9-16-23-29 Oct: 6-11-19 Nov: 4-9-16-23 Dec: 2-8-16-22
Total No. of visits *62* Jan: 7-11-19-24 Feb: 2-9-16-23 Mar: 2-9-16-20-23 Apr: 6-11-13-20-21-27 May: 3

Dates of Examination of principal parts—Cylinders *1-8-38* Covers *30-3-38* Pistons *30-3-38* Rods *8-4-38* Connecting rods *8-4-38*

Crank shaft *18-2-38* Flywheel shaft *18-2-38* Thrust shaft *18-2-38* Intermediate shafts *19-8-38* Tube shaft *✓*

Screw shaft *5-8-38* Propeller *5-8-38* Stern tube *16-1-38* Engine sealings *4-11-38* Engines holding down bolts *16-2-39*

Completion of filling sea connections *24-1-39* Completion of pumping arrangements *16-3-39* Engines tried under working conditions *23-3-39*

Crank shaft, Material *S* Identification Mark *8725, 9015* Flywheel shaft, Material *S* Identification Mark *8725, 9015*

Thrust shaft, Material *S* Identification Mark *8725, 9015* Intermediate shafts, Material *S* Identification Marks *8281*

Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *S* Identification Mark *457467*

Identification Marks on Air Receivers *20299A, 20299B, 20299C, 20299D* Spare *458*

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 *no* 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 *not desired*

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.) *The machinery of this vessel has been built under special survey in accordance with the approved plans and the Society's Rules and requirements, the materials and workmanship are good, it has been securely fitted on board and satisfactorily tried under working conditions, and in my opinion is eligible for the record + L.M.C. 5-39.*

*26
6/5/39*

The amount of Entry Fee .. £ *6* : -

Special *4-air receivers* .. £ *117* : *8*

Donkey Boiler Fee .. £

Travelling Expenses (if any) £

Committee's Minute

Assigned *-1- Lmc 5.39*

When applied for, from
London *4 MAY 1939*

When received,
7. 6 1939

GLASGOW 9 - MAY 1939

Jas. Cairns
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation