

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

12 NOV 1932

Date of writing Report 11-11-

1932

When handed in at Local Office 11-11-

1932 Port of

Aberdeen

No. in Survey held at

Aberdeen

Date, First Survey 20-6-32

Last Survey 4-11-

1932

(Number of Visits 23)

Reg. Book.

on the S.S.

"PARKNASILLA"

Tons Gross 845.88

Net 448.26

Built at Aberdeen

By whom built

J. Lewis & Sons Ltd.

Yard No. 127.

When built 1932/11

Engines made at Aberdeen

By whom made

J. Lewis & Sons Ltd.

Engine No. 210

When made 1932

Boilers made at Aberdeen

By whom made

J. Lewis & Sons Ltd.

Boiler No. 174

When made 1932

Registered Horse Power

Owners

John Kelly Ltd.

Port belonging to

Belfast.

Nom. Horse Power as per Rule

131

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

Coasting

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute 100

Dia. of Cylinders 14 1/2 - 25 - 41

Length of Stroke 30

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 8 1/8

as fitted 8 3/8

Crank pin dia. 8 3/8

Crank webs

Mid. length breadth 12

shrunk

Thickness parallel to axis 5 1/2

Intermediate Shafts, diameter

as per Rule 7.77

as fitted

Thrust shaft, diameter at collars

as per Rule 8 3/8

as fitted

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.66

as fitted 8 2/8

Is the shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule 5.56

as fitted 5/8

Thickness between bushes

as per Rule 19.42

as fitted 19/32

Is the after end of the liner made watertight in the

propeller boss

yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

yes

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

yes

If two liners are fitted, is the shaft lapped or protected between the liners

yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

yes

shaft

no

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 2-11

Propeller, dia. 10-9

Pitch 12-6

No. of Blades 4

Material C.I.

whether Moveable

no

Total Developed Surface 40

sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 3/4

Stroke 15

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 2 3/4

Stroke 15

Can one be overhauled while the other is at work

yes

Feed Pumps No. and size One 6-4-6 Duplex

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

One 7-8-8 Duplex

How driven

Steam

(Ballast pump)

Ballast Pumps, No. and size One 7-8-8 Duplex

Lubricating Oil Pumps, including Spare Pump, No. and size

none

Are two independent means arranged for circulating water through the Oil Cooler

yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

2 @ 2 1/4 dia.

In Pump Room

yes

In Holds, &c.

2 @ 3" dia.

(1 port + 1 starboard)

yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 6" dia.

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size One 3" dia.

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 bunkers

Held suction

How are they protected

wood casing

What pipes pass through the deep tanks

yes

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

yes

Is it fitted with a watertight door

yes

worked from

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 2357

Is Forced Draft fitted

no

No. and Description of Boilers

One S.E. Main

Working Pressure 200 lb.

yes

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

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

yes

PLANS.

Are approved plans forwarded herewith for Shafting

no

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

yes

(If not state date of approval)

Superheaters

yes

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

State the principal additional spare gear supplied

One impeller & shaft.

The foregoing is a correct description,

For JOHN LEWIS & SONS LTD.

Manufacturer.

SECRETARY.



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Lloyd's Register Foundation

003409-003416-0210

1932.
 June 20. July 29. Aug. 3. 11. 15. 23. 31. Sept. 2. 6. 12. 21. 22. Oct. 4. 14.
 During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - -
 Oct. 21. 22. 24. 25. 26. 27. Nov. 2. 3. 4.
 Total No. of visits 23.

Dates of Examination of principal parts—Cylinders 11-8-32 Slides 23-8-32 Covers 15-8-32
 Pistons 31-8-32 Piston Rods 6-9-32 Connecting rods 31-8-32
 Crank shaft 17-6-32 Thrust shaft 2-9-32 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 2-9-32 Propeller 2-9-32
 Stern tube 2-9-32 Engine and boiler seatings 21-9-32 Engines holding down bolts 21-10-32
 Completion of fitting sea connections 14-10-32
 Completion of pumping arrangements 2-11-32 Boilers fixed 21-10-32 Engines tried under steam 3-11-32
 Main boiler safety valves adjusted 2-11-32 Thickness of adjusting washers P $\frac{15}{32}$ S $\frac{15}{32}$
 Crank shaft material Steel Identification Mark 1249 C.R.R. Thrust shaft material Steel Identification Mark 1261 P.F.
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Iron Identification Mark 1260 P.F. Steam Pipes, material S.D. Copper Test pressure 400 lbs. ✓ Date of Test 22-10-32
 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 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 ✓
 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 constructed under Special Survey in accordance with the approved plans and the Rules of this Society. The materials and workmanship are good. The machinery has been efficiently installed on board the vessel, tried under working conditions, and found good. It is eligible in my opinion to have the record $\frac{1}{2}$ LMC 11.32 C.L. in the Register Book.

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for,
 Special ... £ 32 : 15 : 0 11-11-1932
 Donkey Boiler Fee ... £ : : : When received,
 Travelling Expenses (if any) £ : : : 31-1-1933

Committee's Minute

Assigned

P. Fitzgerald.
 Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN