

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
 Reg. Book. on the S.S. "PARKNASILLA" (Number of Visits 23)

Built at Aberdeen By whom built J. Lewis & Sons Ltd. Yard No. 127 Tons { Gross 845.88
 Engines made at Aberdeen By whom made J. Lewis & Sons Ltd. Engine No. 210 When built 1932
 Boilers made at Aberdeen By whom made J. Lewis & Sons Ltd. Boiler No. 174 When made 1932
 Registered Horse Power 131 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 8.16 Crank pin dia. 8 3/8 Crank webs Mid. length breadth 12 Thickness parallel to axis 5 1/2
 as fitted 8 3/8 Mid. length thickness 5 1/2 shrunk Thickness around eye-hole 3 1/2

Intermediate Shafts, diameter as per Rule 7.77 Thrust shaft, diameter at collars as per Rule 8.16
 as fitted 7.77 as fitted 8 3/8

Tube Shafts, diameter as per Rule 8.66 Screw Shaft, diameter as per Rule 8 7/8 Is the tube shaft fitted with a continuous liner yes
 as fitted 8 7/8 as fitted 8 7/8 Is the screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 5.56 Thickness between bushes as per Rule 19.42
 as fitted 5 5/8 as fitted 19 3/32 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 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 shaft no
 If so, state type yes 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 1/2 - 6 Duplex Pumps connected to the { No. and size One 7-8-8 Duplex
 How driven Steam Main Bilge Line 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 starb?)

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 Hold 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 yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2357 sq. ft.

Is Forced Draft fitted no No. and Description of Boilers One S.E. Main Working Pressure 200 lb.

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.
 J. J. Donald
 SECRETARY.

Manufacturer.



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 003409-003416-0210

NOTE.—The words which do not apply should be crossed.

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 - - -

Oct. 21. 22. 24. 25. 26. 27. Nov. 2. 3. 4.

During erection on board vessel - - -

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 15" S 15"

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 1-1-32 C.L. in the Register Book.

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

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

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

Committee's Minute FRI 18 NOV 32

Assigned + L.P.A.C. 11.32 FRI 6 OCT 1933

CERTIFICATE WRITTEN

