

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 19... Port of Belfast
 No. in Reg. Book 31536 Survey held at Belfast Date, First Survey Sept 23rd Last Survey Oct 6th 1937
 (No. of Visits 11)

31536, on the Wood, Iron or Steel S.S. "PARKNASILLA"

TONNAGE:— Built at Aberdeen By whom J. Lewis & Sons, Ltd. When 1932 MONTH 11
 GROSS 846 Owners John Kelly, Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK. 582 Managers W. Clint. Port belonging to Belfast
 NET 448

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Hamilton Destined Voyage ✓

WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 52101 Port Belfast

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Yes, not required.

Society's Freeboard (if assigned) as painted on Ship and now verified 4 5 3/4 ins.

Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Alteration to Rudder, and completion of Special Survey not.

Damage stated to have been caused by (a) Striking the ground heavily whilst lying at berth at Douglas, Isle of Man on November 22nd 1936 and again whilst discharging at Limerick on January 19th 1937. (b) Striking the quay wall and bumping heavily on the ground whilst loading at Millom on June 12th 1937.

How done:— vessel placed in drydock, bottom cleaned, examined and recoated. Rudder removed and new rudder fitted (See following page). Steering chains removed, annealed, examined and found in order. Steering sheaves opened out, examined, and found in order. Steering

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	3 and 1 partly.							about 1000 rivets renewed on flat of bottom floor, in port tank and fore peak.
Removed and Faired or Repaired	2	2		5				
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good.</u>	State if Tanks have been examined inside <u>F. Peck has/and 2.</u>	Air and Sounding Pipes <u>✓</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>-do-</u>	State if Tanks now tested <u>F. Peck has/and 2.</u>	Dblng. Plates under Sounding Pipes <u>not. yes.</u>	(State if on Belt). <u>✓</u> Year <u>✓</u>
Coamings <u>-do-</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>Good.</u>	When put on, Month <u>✓</u>
Beams & Fastenings <u>✓</u>	Ceiling <u>Good.</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Boats <u>Good.</u>
Outside Plating <u>Good.</u>	Cement & Asphalt <u>not & F. Peck -do-</u>	Oil Bunkers <u>✓</u>	Masts, Yards, &c. <u>-do-</u>
" " in way of sidelights <u>✓</u>	(State which.) <u>Good.</u>	Scuppers <u>✓</u>	Condition, how ascertained <u>From deck.</u>
Breasthooks <u>✓</u>	Rudder <u>Good.</u>	Cargo Hatchways <u>Good.</u>	(State if wedges removed) <u>no.</u>
Transoms <u>✓</u>	Steering gear and its connections <u>-do-</u>	Hatches <u>-do-</u>	Sails <u>✓</u>
Frames <u>✓</u>	Windlass <u>-do-</u>	Planking of Wood Vessels <u>✓</u>	Equipment letter <u>"K"</u>
Reverse Frames <u>✓</u>	Have pumps now been examined and found efficient? <u>✓</u>	Caulking ditto <u>✓</u>	Anchors, No. of <u>30. 15.</u>
Longitudinals <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Treenails ditto <u>✓</u>	Chain Locker <u>✓</u>
Transverses <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Breasthooks & Stemson ditto <u>✓</u>	Cables (State if now ranged) <u>no.</u>
Floors <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes.</u>	Transoms Pointers, & Crutches ditto <u>✓</u>	" length <u>Stated complete.</u>
Keelsons <u>✓</u>		Timbers of Frame at openings ditto <u>✓</u>	(on board) <u>mean diamr.</u>
Stringers <u>✓</u>		Ditto Ditto at other places ditto <u>✓</u>	" Rule length <u>✓</u> size <u>✓</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shells ditto <u>✓</u>	Hawser & Warps <u>Sufficient.</u>
		Sitting (state if examined.) ditto <u>✓</u>	Standing and Running Rigging <u>Efficient.</u>

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

All the requirements for Special Survey not having now been complied with this vessel is in good and efficient condition and eligible, in my opinion, to remain as now classed, with fresh record of Survey 10.37 and the notation of S.S. BEL. No 1-37.

Survey Fee (per Section 20) Previously charged. Fees applied for, 12. 10. 1937
 Special Damage or Repair Fee (if any) £ 6 6 0. Received by me, 18/12/37
 Travelling Expenses (if chargeable) £ ✓ W. P. Scott.
 Second Surveyor's Fee (if any) £ ✓ gnR 10/12
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 OCT 1937

Character Assigned 1900/1
S.S. No 1-36
13/2/37
 CERTIFICATE WRITTEN

S.S. "Parknasilla"

gear tested on completion of alteration to rudder with satisfactory results. Fore peak and no 1 double bottom tank opened out, cleaned, examined and tested on completion of repairs. Decks, Casings, coamings, hatches and supports, cleats, battens, tarpaulin ventilators and general equipment - examined and found in order. Annual load line Survey carried out, freeboards verified, and certificates endorsed.

How done for Damage no 1:- No 2 steel plate from forward and A no 3 from forward port and starboard renewed. Defective rivets on flat of bottom forward, in floors and intercostals at fore end of no 1 double bottom tank, and in floors of fore peak cut out and renewed, approximately one thousand rivets in all. 5 floors at fore end of no 1 double bottom tank faired in place. Bolts and cement in way renewed.

How done for Damage no 2:- Shell starboard counting from forward. E6 cropped and partly renewed. D6 and F6 faired in place. 2 side frames in way cropped, removed, faired and replaced with suitable back angles riveted through frames and shell. Steel side belting bar in way cropped, removed, faired and replaced. A number of defective rivets on starboard bilge renewed in seams and butts of shell.

Renewal of Rudder:- Existing patent rudder removed, and new single plate rudder fitted (See plan and forging report herewith.) New rudder fitted with elm streamlining. As the existing teller could not be removed without cutting, a new teller has been made and shrunk on to rudder stock (See forging report herewith.)

How done To Complete Special Survey no 1:- Coal bunkers cleaned, ceiling lifted, steelwork cleaned, examined, found in order and recoated as necessary. Double bottom tank in way of bunkers tested as per Rule requirements and found in order.

A.P.S.

I am assumed that the existing rudder head has been used in conjunction with a new teller, the old teller having been cut off.