

REPORT ON MACHINERY.

Port of *London*

Received at London Office

18

No.

No. in Survey held at

London

Date, first Survey

14th July 1890 Last Survey *26th April 1891*

Reg. Book.

(Number of Visits *12*)

on the

SS "Parnassian"

Tons

Gross
Net

Master

Built at

Bundee

By whom built

Courlay Bros.

When built

1891

Engines made at

Reptford

By whom made

Genl. Steam Nav. Co.

when made

1891

Boilers made at

Bundee

By whom made

Courlay Bros.

when made

1890

Registered Horse Power

120

Owners

Genl. Steam Nav. Co.

Port belonging to

London

ENGINES, &c.—

Description of Engines

Triple expansion

No. of Cylinders

Three

Diam. of Cylinders

17" 27½" x 45"

Length of Stroke

36"

Rev. per minute

80

Point of Cut off, High Pressure

⅓"

Low Pressure *⅓"*

Diameter of Screw shaft

10½"

Diam. of Tunnel shaft

10"

Diam. of Crank shaft journals

9½"

Diam. of Crank pin

9½"

size of Crank webs *6" x 11½"*

Diameter of screw

12' 6"

Pitch of screw

13' 0"

No. of blades

4

state whether moveable

no

total surface

44 sq ft

No. of Feed pumps

2

diameter of ditto

2½"

Stroke

18"

Can one be overhauled while the other is at work

yes

No. of Bilge pumps

2

diameter of ditto

3"

Stroke

18"

Can one be overhauled while the other is at work

yes

Where do they pump from

Engine room, Stokhold and all Compartments

No. of Donkey Engines

2

Size of Pumps

3" x 6" x 6"

Where do they pump from

all Tanks, Bilges and Sea

Are all the bilge suction pipes fitted with roses

yes

Are the roses always accessible

yes

Are the sluices on Engine room bulkheads always accessible

yes

No. of bilge injections

1

and sizes

6"

Are they connected to condenser, or to circulating pump

Circ. pump

How are the pumps worked

by levers for main engines

Are all connections with the sea direct on the skin of the ship

yes

Are they 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 discharge pipes 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 are carried through the bunkers

none

How are they protected

Are all pipes, cocks, valves, and pumps in connection with the machinery accessible at all times

yes

Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilges

yes

When were stern tube, propeller, screw shaft, and all connections examined in dry dock

Is the screw shaft tunnel watertight

none

and fitted with a sluice door

none

worked from

BOILERS, &c.—

No. of Boilers

Description

Material

Letter (for record)

Working Pressure

Tested by hydraulic pressure to

Date of test

Description of superheating apparatus or steam chest

Can each boiler be worked separately

Can the superheater be shut off and the boiler worked separately

No. of square feet of fire grate surface in each boiler

Description of safety valves

No. to each boiler

Area of each valve

Are they fitted with easing gear

No. of safety valves to superheater

area of each valve

Are they fitted with easing gear

Smallest distance between boilers and bunkers or woodwork

Diameter of boilers

Length of boilers

description of riveting of shell long. seams

circum. seams

Thickness of shell plates

Diameter of rivet holes

whether punched or drilled

pitch of rivets

Lap of plating

Percentage of strength of longitudinal joint

working pressure of shell by rules

size of manholes in shell

Size of compensating rings

No. of Furnaces in each boiler

Description of Furnaces

Outside diameter

length

thickness of plates

description of joint

if rings are fitted

Greatest length between rings

working pressure of furnace by the rules

combustion chamber plating, thickness, sides

back

top

Pitch of stays to ditto, sides

back

top

If stays are fitted with nuts or riveted heads

working pressure of plating by

rules

Diameter of stays at smallest part

working pressure of ditto by rules

and plates in steam space, thickness

Pitch of stays to ditto

how stays are secured

working pressure by rules

diameter of stays at

smallest part

working pressure by rules

Front plates at bottom, thickness

Back plates, thickness

Greatest pitch of stays

working pressure by rules

Diameter of tubes

pitch of tubes

thickness of tube

plates, front

back

how stayed

pitch of stays

width of water spaces

Diameter of Superheater or Steam chest

length

thickness of plates

description of longitudinal joint

diam. of rivet holes

Pitch of rivets

working pressure of shell by rules

diameter of flue

thickness of plates

If stiffened with rings

Distance between rings

working pressure by rules

end plates of superheater, or steam chest; thickness

how stayed

Superheater or steam chest; how connected to boiler

LON 692-0373

(State if Report is also sent on the Hull of the Ship)

[Form No. 8, 2009-7/12/89, T. & S. Copyright Ltd.]

Lloyd's Register Foundation

51761 Jan.

DONKEY BOILER— Description *Vertical*

Made at *Reptonford* by whom made *Cent. Steam Nav. Co.* when made *1890* where fixed *on board*
 Working pressure *50 lbs* tested by hydraulic pressure to *100 lbs* No. of Certificate *219* fire grate area *20 sq ft* description of safety
 valves *Spring* No. of safety valves *2* area of each *7.06* if fitted with easing gear *yes* if steam from main boilers can
 enter the donkey boiler *no* diameter of donkey boiler *5'-10 3/4* length *12'-0 1/2* description of riveting *double lap*
 Thickness of shell plates *1/2"* diameter of rivet holes *3/4"* whether punched or drilled *punch* pitch of rivets *2 3/4"* lap of plating *4"*
 per centage of strength of joint *73%* thickness of crown plates *1/2"* stayed by *Five 1 1/2" stays*
 Diameter of furnace, top *5'-1 1/2"* bottom *5'-1 1/2"* length of furnace *5'-0"* thickness of plates *1/2"* description of joint *single lap*
 Thickness of furnace crown plates *1/2"* stayed by *Five 1 1/2" stays* working pressure of shell by rules *79.8*
 Working pressure of furnace by rules *72.8* diameter of uptake *14"* thickness of plates *1/2"* thickness of water tubes *3/8"*

SPARE GEAR. State the articles supplied:—(2) Connect^g rod top end bolts & nuts, (2) connect^g rod bottom end bolts & nuts,
 (2) main bearing bolts, (4) set of coupling bolts, (1) set of feed & bilge pump valves, 1 quantity of assorted
 bolts & nuts, Iron of various sizes, (1) pair of cross^g braces, (1) set of link braces, (3) cyl^g escape valve springs,
 (1) eccentric strip complete, (12) junk ring bolts, (1) valve spindle (interchangeable), 1 set of check valves.

The foregoing is a correct description,

Exc^g rod top end braces, (1) guide shoe, (1) thrust block ring, (1) set corrug^d air
 pump valves, (20) Condenser tubes, (60) screwed ferrules (brass), (1) set fire bar.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The foregoing particulars are for engines & donkey boiler built
 under Special Survey. The material used, and workmanship being
 of good quality & were examined from time to time during construction.
 Main & donkey boilers were tested under steam & their safety valves
 adjusted to blow at 160 lbs & 50 lbs pres. per sq" respectively.
 The whole work being carried out satisfactorily & in accordance
 with the Society's requirements. & in our opinion this vessel
 is eligible to have the Notification *+ LMC 4.91* recorded
 in the register book.

The main boiler which was intended for the S.S. "Martin" as per
 attached report, has been fitted into this vessel.

*It is submitted that this vessel is
 eligible to have + LMC 4-91 recorded
 M.A.
 23.4.91*

The amount of Entry Fee .. £ *2 : 0 : 0* *applied on 24/4/91*
 Special £ *12 : 15 : 0*
 Donkey Boiler Fee £ *1 : 0 : 0*
 Certificate (if required) .. £ *✓ : 0 : 0* *23/5 1891*
 To be sent as per margin.
 (Travelling Expenses, if any, £)

Committee's Minute *TUES. 28 APR 1891*

+ LMC 4/91

Frederic Paterson

Robert Paterson
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

