

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19... When handed in at Local Office 19... Port of **LIVERPOOL**
 No. in Survey held at **BIRKENHEAD** Date, First Survey... Last Survey **14/10/1948**
 Reg. Book... on the **S.S. "TULIPFIELD" & "NORDLAND"** (Number of Visits...)
 Built at **HAMBURG** By whom built **REIHERSTE SCHIFFSW** Yard No... When built **1922**
 Engines made at **HAMBURG** By whom made **REIHERST MASCH.** Engine No... When made **1922**
 Boilers made at **HAMBURG** By whom made... Boiler No... When made **1922**
 Registered Horse Power... Owners **BRITISH WHEELER PROCESS LTD** Port belonging to **LIVERPOOL**
 Nom. Horse Power as per Rule **93 1/2 = MN** Is Refrigerating Machinery fitted for cargo purposes **NO** Is Electric Light fitted **YES**
 Trade for which vessel is intended **TANK CLEANING VESSEL**

ENGINES, &c.—Description of Engines **Triple Expansion** Revs. per minute **98**
 Dia. of Cylinders **13 1/2", 20 1/2", 32 1/16"** Length of Stroke **25.6"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals as per Rule... as fitted **7 3/32"** Crank pin dia. **7 3/16"** Crank webs Mid. length breadth... Thickness parallel to axis **4 3/4"**
 as fitted... Mid. length thickness **4 3/4"** shrunk Thickness around eye-hole **3 1/16"**
 Intermediate Shafts, diameter as per Rule... as fitted **6 7/8"** Thrust shaft, diameter at collars as per Rule... as fitted **8 3/16"**
 Tube Shafts, diameter as per Rule... as fitted... Screw Shaft, diameter as per Rule... as fitted **8 1/2"** Is the {tube screw} shaft fitted with a continuous liner **Yes**
 Bronze Liners, thickness in way of bushes as per Rule... as fitted **1/16"** Thickness between bushes as per Rule... as fitted... 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...
 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...
 If two liners are fitted, is the shaft lapped or protected between the liners... Is an approved Oil Gland or other appliance fitted at the after end of the tube at **no** If so, state type... Length of Bearing in Stern Bush next to and supporting propeller...
 Propeller, dia. **10'-2"** Pitch **10'-9 1/4"** No. of Blades **4** Material **C.I.** whether Moveable **NO** Total Developed Surface... sq. feet
 Feed Pumps worked from the Main Engines, No. **TWO** Diameter **2 1/4"** Stroke... Can one be overhauled while the other is at work **YES**
 Bilge Pumps worked from the Main Engines, No. **ONE** Diameter **2 1/4"** Stroke... Can one be overhauled while the other is at work...
 Feed Pumps {No. and size **1 - Wern 8" x 6" x 14"** Pumps connected to the {No. and size **2 - G.S. Ballast 6 x 4 x 6" - 6 x 6 x 8"**
 {How driven **Steam** Main Bilge Line {How driven **Steam**
 Ballast Pumps, No. and size **1 - 6' x 6' x 8"** Lubricating Oil Pumps, including Spare Pump, No. and size...
 Are two independent means arranged for circulating water through the Oil Cooler... Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room **3 Port Starboard 3" bore**
 In Pump Room **2 Potastab 2 1/2"** In Holds, &c....

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1 - 6" 3/8" inflow** Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size...
 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 **Valves**
 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... none How are they protected...
 What pipes pass through the deep tanks... none Have they been tested as per Rule...
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times...
 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... Is it fitted with a watertight door... worked from...

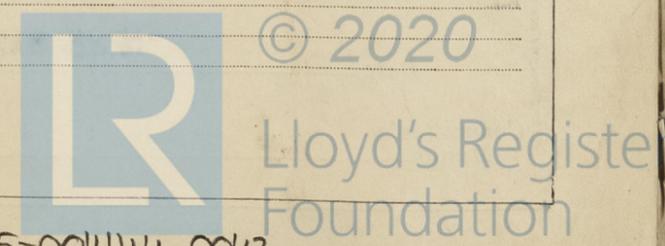
MAIN BOILERS, &c.—(Letter for record... Total Heating Surface of Boilers **1856 sq**
 Which Boilers are fitted with Forced Draft **none** Which Boilers are fitted with Superheaters **none**
 No. and Description of Boilers **One cylindrical multi** Working Pressure **200 lb sq"**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**
 IS A DONKEY BOILER FITTED? **no** If so, is a report now forwarded?...
 Can the donkey boiler be used for other than domestic purposes...
 PLANS. Are approved plans forwarded herewith for Shafting **8/8/48 approval letter for machinery** Main Boilers... Auxiliary Boilers... Donkey Boilers...
 Superheaters... General Pumping Arrangements... Oil fuel Burning Piping Arrangements...

SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes**
 State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



NOTE.—The words which do not apply should be deleted.
 Is a Report also sent on the Hull of the Ship? If not, state whether and when, one will be sent.

See
23/3/49

During progress of work in shops - - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube Engine and boiler seatings Engines holding down bolts
 Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted 200 lbs Thickness of adjusting washers
 Crank shaft material Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
 Is an installation fitted for burning oil fuel *yes* Is the flash point of the oil to be used over 150° F. *yes*
 Have the requirements of the Rules for the use of oil as fuel been complied with *yes*
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo — 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 *no*
 Is this machinery duplicate of a previous case — If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
 For the information of the Committee and eligible in my opinion such as could be accepted for classification
 LMC 10.48 Fitted for O.F. flash point above 150° 10.48.
 TS 9.48
 C.L(N)

The amount of Entry Fee	£	:	:	When applied for,
Special	£	:	:	19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

For L.D. TRENCHARD & A. A. Berport
 Engineer Surveyor to Lloyd's Register of Shipping.

Date FRL 25 MAR 1949

Committee's Minute



Certificate to be sent to...

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