

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" ex. "NORDLAND"
 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 7 3/32" Crank pin dia. 7 3/16" Crank webs Mid. length breadth 4 3/4" Thickness parallel to axis 4 3/4" shrunk
 as fitted 7 3/32" Mid. length thickness 4 3/4" Thickness around eye-hole 3 1/16"
 Intermediate Shafts, diameter as per Rule 6 7/8" Thrust shaft, diameter at collars as per Rule 8 3/16" as fitted
 Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted 8 1/2" Is the tube shaft fitted with a continuous liner yes
 as fitted Bronze Liners, thickness in way of bushes as per Rule 1/16" Thickness between bushes as per Rule 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 Main Bilge Line No. and size 2 - GSA Ballast 6 x 4 x 6" - 6 x 6 x 8"
 How driven Steam 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 Port Starboard 2 1/2" In Holds, &c.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 6" 3/8" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 1 GSA suction 2 1/2" 3/8"
 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 Valve yes
 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. ft.
 Which Boilers are fitted with Forced Draft none Which Boilers are fitted with Superheaters none
 No. and Description of Boilers One Bylandon Multi Working Pressure 200 lb sq. in.
 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 approved letter for machinery Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 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.



© 2020

Lloyd's Register Foundation

004135-004144-0042

Dates of Survey while building { During progress of work in shops - - {
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
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 & F. A. Benson
Engineer Surveyor to Lloyd's Register of Shipping.

Date
Committee's Minute