

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 AUG 1955

of writing Report 21/7/55 19 When handed in at Local Office 4.4. 1955 Port of GLASGOW

in Survey held at BOWLING Date, First Survey 17th Dec: 1954. Last Survey 1st July. 1955.

Book on the Single Screw Vessel 'SHERIFA' (Number of Visits 21)

at Bowling By whom built Scott & Sons Yard No. 404 Tons Gross 297.37 Net 24.12

ines made at Newbury, Berks. By whom made Plenty & Sons, Ltd. Engine No. 2901 When built 1955-3

erg made at Glasgow By whom made Barclay, Curle & Co. Boiler No. 53-2 When made 1955

icated Horse Power Maximum 1100 Owners SUDAN GOVERNMENT RAILWAYS. Port belonging to PORT SUDAN

as per Rule 198 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

le for which vessel is intended Towing services.

INES, &c.—Description of Engines.

of Cylinders Length of Stroke No. of Cranks Revs. per minute Maximum Service

as per Rule London Report No 131199 Mid. length breadth Thickness parallel to axis

as fitted Crank webs shrunk Thickness around eye-hole

mediate Shaft, diameter as per Rule approved Thrust shaft, diameter at collars as per Rule approved

as fitted 8 1/2" as fitted 9"

Shafts, diameter as per Rule approved Is the screw shaft fitted with a continuous liner no

as fitted 10"

ze Liners, thickness in way of bushes as per Rule Thickness between bushes Is the after end of the liner made watertight in the

as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland fitted at the after end of the stern tube yes

If so, state type "CEDERVAL" Length of Bearing in Stern Bush next to and supporting propeller 3'4"

ller, dia. 11'4" Pitch 10'4" No. of Blades 4 Material CAST IRON whether Moveable no Total Developed Surface 57 sq. feet

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps worked from the Main Engines, No. and capacity London Rept. No 31199 Can one be overhauled while the other is at work

No. and size 1 off - 6" x 8 1/2" x 13" Pumps connected to the Main Bilge Line No. and capacity of each 1 off 24 tons/hr. 1 off 30 tons/hr.

How driven Steam recip. How driven Steam recip.

t Pumps, No. and capacity of each 1 off 30 tons/hr., 1 off 24 tons/hr. Lubricating Oil Pumps, including Spare Pump, No. and how driven

no independent means arranged for circulating water through the Oil Cooler Branch Bilge Suctions, No. and size:—In Engine and

Room 1 off 2 1/2" hose in ER, 1 off 2 1/2" hose in BR, 1 off 2" hose in c/dam.

mp Room In Holds, &c. 1 off 2" hose from fwd. shoe.

Water Circulating Pump Direct Bilge Suctions, No. and size 1 off 6 1/2" hose in ER. Direct Bilge Suctions to the Engine and Boiler Room Bilges,

and size 1 off 2 1/2" hose Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

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

Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes

ey 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

ey 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

Pipes pass through the bunkers none How are they protected

pipes pass through the deep tanks Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

rrangement 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

tment to another yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—Total Heating Surface of Boilers 2982 sq. ft Superheaters Half Economisers

Boilers are fitted with Forced Draft only Which Boilers are fitted with Superheaters not fitted.

d Description of Boilers One single ended multitubular. Working Pressure 200 lbs.

REPORT ON MAIN BOILERS NOW FORWARDED? yes - GLASGOW Rept. No 83303.

DONKEY BOILER FITTED? no If so, is a report now forwarded?

donkey boiler be used for other than domestic purposes

VS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers Donkey Boilers

General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes.

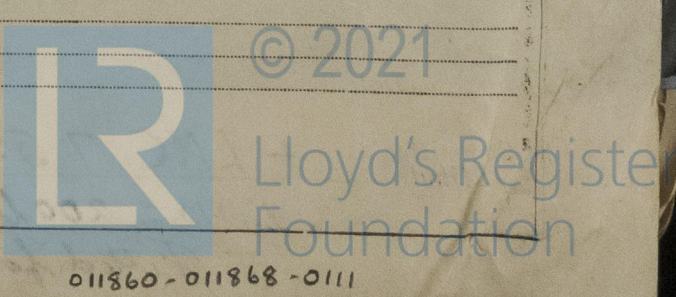
SPARE GEAR.

spare gear required by the Rules been supplied yes State if for "Short Voyages" only

principal additional spare gear supplied London Rept. No 31199.

The foregoing is a correct description.

Manufacturer.





Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits 21.

Dates of Examination of principal parts - Cylinders London Rept. No 131199 Slides as cylinders Covers as cylinders  
Pistons as cylinders Piston Rods as cylinders Connecting rods as cylinders  
Crank shaft as cylinders Thrust shaft 13/1/55 Intermediate shaft 13/1/55  
Tube shaft 23/12/54 Screw shaft 13/1/55 Propeller 10/1/55  
Stern tube 23/12/54 Engine and boiler seatings 28/3/55 Engines holding down bolts 1/6/55  
Completion of fitting sea connections 9/5/55 Boilers fixed 28/4/55 Engines tried under steam 16/6/55  
Completion of pumping arrangements 1/7/55 Thickness of adjusting washers Port = 1/2" Stand = 7/16"  
Main boiler safety valves adjusted 14/6/55 Thrust shaft material S.M. ingot steel Identification Mark 8276  
Crank shaft material London Report Identification Mark 131199 LLOYDS LTH. Identification Mark 8276  
Intermediate shaft, material S.M. ingot steel Identification Marks 8275-GH 5/11/54 Tube shaft, material S.M. ingot steel Identification Mark 8276  
Screw shaft, material S.M. ingot steel Identification Mark 8274-GH 5/11/54 Steam Pipes, material S.D. Steel Test pressure 400 lb/sq. in. Date of Test 17/3/55  
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  
Full description of fire extinguishing apparatus in machinery spaces as per plan forwarded herewith.  
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  
What is the special notation desired + 100A1 for towing services.  
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 referred to in this report has been built under the supervision of the Society's Surveyors and the workmanship has been found good throughout. The materials used have been approved required by the Rules. The machinery has been efficiently installed aboard the vessel in accordance with the approved plans, the Secretary's letters, and the Requirements of the Rules and is eligible in my opinion to be classed in the Register Book with the record of + LMC 7.55 the notation OG. 1 SB 200 lb. F.D. H.S 2982 fitted for oil F.P. above 150°F.

Installation

The amount of Entry Fee	£ 40 : -	When applied for,
Special	£ :	19
Donkey Boiler Fee	£ :	When received,
Travelling Expenses (if any)	£ 1 : 1	19

R.F. Munro  
Engineer Surveyor to Lloyd's Register of Shipping

Date GLASGOW 9 AUG 1955  
Committee's Minute + LMC 7.55  
1.513. - 200 lb. F.D.  
Fitted for oil fuel 7.55 F.P. above 150°F.