

TRANSLATION

Tanker "ZAHRA"

Report of work carried out with a view to the
Reclassification of the vessel for a period of
4 years.

I, the undersigned, Charles Bachellerie, sworn
Marine Engineer appointed by Lloyd's Agents, certify having
supervised the repairs in connection with the overhaul of
the Tanker "ZAHRA" from July to December, 1948.

The following work was carried out in accordance
with the specifications drawn up.

A. HULL.

(a) Port side.

Plates D4, E3, F3 and G3 have been renewed.

The longitudinal seams B1, C1 and C2 and D2 have
been reinforced by an 8 mm doubling plate.

The rear end of plate G2 has been doubled by an
8 mm plate for a length of 1 metre.

Bilge keel has been repaired.

Port side hawse pipe has been replaced by a new
cast iron pipe.

(b) Starboard side.

Plates C6, E3, F3 and G3 have been renewed.

Plate E6 has been reinforced by an 8 mm doubling
plate over an area 5m long by .8m wide.

The horizontal seams between B1 and C1 and D2 and
E2 have been reinforced by an 8 mm doubling plate.

The rear end of plate G2 has been doubled by an
8 mm plate for a length of 1 metre.

B. DECKS.

(a) Main deck forward.

The stringer plates and angle bars have been
renewed both on port and starboard from the face of the
forecastle to the rear of tank No.4.

(b) Main deck aft.

On starboard aft 2 plates have been renewed (see plan).

The doubling plates of the stringers have been extended above the oil fuel bunker up to the fore end of this deck (see sketch).

(c) Expansion tank deck.

All the plates have been renewed from the front face of the forecastle up to the bridge bulkhead. In order to carry out this work the tank coamings, the remote distance controls, the pump room house have had to be dismantled and refitted.

C. CHAIN LOCKER.

The plates protecting the centre bulkhead have been renewed as well as the angle bars. The deck beams worn by the chains have been faired and reinforced by welded on flat irons.

The grating has been renewed.

D. INTERNAL STRUCTURE OF TANKS.

Full particulars of the parts renewed or repaired are given in the enclosed Table.

OBSERVATIONS. (Letter from Lloyd's Register of Shipping dated 30.4.48).

The reinforcements of the base of the transversal bulkhead which was to be carried out by the fitting of horizontal channel irons has had to be modified owing to the difficulty of carrying out this work due to the presence of pipes and vertical stiffeners. These reinforcements have been replaced by doubling all the vertical stiffeners in way of the first lower strake.

E. LONGITUDINAL & TRANSVERSAL BULKHEADS. (see attached Table).

No.1 Tank. Longitudinal bulkhead: In the lower row the plate has been renewed from the fore part of the cofferdam up to the seam situated at the rear end of No.1 tank.

2nd & 3rd rows from bottom: Plates have been renewed from fore end of cofferdam up to the seams in No.2 tank.

Forward transversal bulkhead: All the plates have been renewed.

After transversal bulkhead: The plates of the upper three rows have been replaced.

Nos.2 & 3 Tanks. The bulkhead stiffeners have been reinforced by 6 mm plates welded on. After repairs the tanks and cofferdams were subjected to individual hydraulic tests. The hull, the decks and the bulkheads were found to be watertight.

F. HOUSES & SUPERSTRUCTURES.

On port side the plating of the forecastle bulkhead has been reinforced by a 6 mm doubling plate welded on over an area of 1.8m high and .25m wide.

The pump house has been reinforced at the base forward by a 6mm plate welded on its periphery for a length of 1m and width of .3m.

FUNNEL.

The internal plates of the funnel have been renewed at the top for a height of 1.5m as well as their connections. The cover as well as its hinges have been renewed.

The spark arrester has been renewed.

G. ANCHORS AND CHAINS.

The chains have been cleaned and found in good condition. The axle of the starboard anchor has been renewed.

H. LIFEBOATS.

The two lifeboats have been overhauled. The bottom plating of the starboard boat has been renewed.

I. RUDDER.

The rudder has been dismantled. The rivets of the stiffeners have been replaced after fairing. The rudder main stock has been built up by welding in way of the upper guide. The two upper half bushes have been renewed.

J. RIGGING.

Masts and rigging are in good condition.

BOILERS.

The nest of tubes of the two boilers has been partly expanded. The flaps of the safety valves have been renewed. All the boiler mountings have been overhauled. The fastenings

and studs of the boiler mountings have been renewed. The joints of the manhole doors have been renewed. 7 worn air preheater tubes have been renewed. 2 smoke box plates have been replaced. The boiler lagging of the rear ends has been renewed.

Both boilers have been subjected to a hydraulic test of 220 lb. This test gave satisfactory results, no leaks being observed.

MAIN ENGINE.

The cylinders, pistons and slide valves were surveyed and found or placed in order. All bearings have been dismantled and found or placed in order; (conrod. bushes, eccentrics, etc.).

The air pump and the driven pumps were dismantled and found or placed in order.

CONDENSER.

The condenser has been opened, cleaned and tested with satisfactory results.

AUXILIARIES.

All auxiliaries: Circulating pump, feed pump, bilge and ballast pumps, dynamos, fresh water pump. oil fuel pump, fuel preheater, boiler room fan, windlass, cargo pumps, after winch and steering engine were dismantled and found or placed in order.

PIPE WORK.

All steam piping and hold suction piping has been surveyed and tested; also the tank pipe work. The lagging of the steam piping on deck has been completely renewed.

ELECTRIC EQUIPMENT.

The armature of the main dynamo has been renewed.

The insulation resistance tests of all the circuits were carried out and gave satisfactory results (minimum insulation resistance 250,000 ohms).

PROPELLER & PROPELLER SHAFT.

The propeller and propeller shaft were dismantled and found in good condition, the stern tube is in good condition. The packing of the after stuffing box has been renewed.

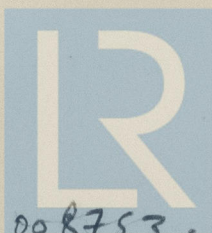
CONCLUSIONS.

All parts of the vessel, namely, hull, boilers and machinery having been placed in order it is submitted that the vessel's class be renewed for a period of 4 years together with renewal of the freeboard certificate.

CASABLANCA, 17th March 1949.

(Sg) C. Bachellerie.

Surveyor appointed by Lloyd's Agent.



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