

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 11429

(Received at London Office)

22 APR 1953

Writing Report, 20th March 1953 When handed in at Local Office, 31.3.53 Port of Marseilles
Survey held at Marseilles Date, First Survey 17 Nov. 52 Last Survey 9th March 1953
on the Machinery of the ~~Woodward~~ Steel Twin Screw Motor Tanker "EL KARIM" (No. of Visits Twelve)

Vessel built at Rochester NY By whom Odenbach SB Corp. Year, 1943
Engines made at La Coudre (Seine) By whom South General Construction Marseilles When 1952
Boilers, when made (Main) (Donkey)
Owners C^{te} Marocaine de Transports Maritimes Owners' Address
(if not already recorded in Appendix to Register Book.)
Managers Port Fedhala Voyage
If Surveyed Afloat or in Dry Dock afloat & DD No 3
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port
of Examination and Repairs (if any)
Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case. Eng 5-10-52 Eng 5-11-52 (Class) 5.3.53
where the Surveyor has not made a special damage report he is required to state whether he offered his report made by anyone else? If so, by whom?
or personally go inside each Main Boiler separately and make a thorough examination at this time?
Donkey

HULL	MACHINERY
100 A1	LMC 3.48
7-52 Col	LMC(M) 4.50
Desma 3.48	TSPN 651 SW 12.50
for La R 3.48	
for Coasting service in the Mediterranean & the Atlantic Coast of French North Africa & Spanish Morocco between the Mediterranean coast of Morocco & Southern Spain	
Carrying petroleum in Bulk.	

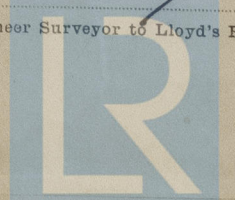
What parts of the Boilers could not be thus thoroughly examined?
means, in the absence of internal examination, were adopted by the
to assure himself of the thorough efficiency of those parts of each Boiler?
of internal examination of each boiler.
Present condition of funnel(s)
To what pressure were they afterwards adjusted under steam?
To what pressure were they afterwards adjusted under steam?
and of the Donkey Boilers?
and of the Donkey Boilers?
and of the Donkey Boilers?
shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
Has the shaft now fitted been previously used? Has it a continuous liner?
State date of examination of Screw Shaft. State the wear down in the
Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?
resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
is not complete, state what arrangements have been made for its completion and what remains to be done.

ONE a) for Docking Vessel placed in dry dock. Propellers & after end of stern bushes examined. Sea valves opened up, cleaned and examined together with their fastenings
b) for Tail Shafts. Port & Star tail shafts drawn in, removed to works and examined throughout. New tail shaft on Port side - previously used port tail shaft found still efficient kept on board for spare.
c) New Main Engines constructed by S.B.C.M. (La Coudre Seine) under No 1922 x 1923 have been in accordance with First Entry 4b, approved drawings No 17769. 87831 and the Secretary's letters above mentioned. Satisfactory sea trials have been carried out and torsional vibrations characteristics have been recorded and per attached statement from the makers
d) Auxiliary Port Diesel Generator throughout overhauled & tested under working condition. The attention of the Master was drawn on the fact that no part of the Machinery requirements of special survey had not been held and he stated that remaining requirements will be carried out at a later date (Master's letter dated 1.2.53 forwarded herewith)

Observations, Opinion, and Recommendation:-
Clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book; consequent upon this survey, and any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)
Machinery of this vessel, so far as now seen, is in good efficient condition and eligible in my opinion to be classed and to have the record of Screw Shaft sent PN 2.53 - S 2.53 - E 3.53 and 5.53 when the torsional vibration characteristics have been approved and the machinery requirements of special survey have been completed

TS £12000-
Fees applied for 30.3.53 £26.00
Received by me, 19.53
TUESDAY 20 APR 1953
See Mal. 11501

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

010004-010011-0029

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to