No. 11429

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

(Received at London Office 22 APR 1953)

riting Report 30th March 1953 When handed in at Local Office 31.3.53 Port of Marseilles

urvey held at Marseilles Date. First Survey 17 Nov. 52 Last Survey 9th March 1953 (No. of Visits twelve)

on the Machinery of the ~~[illegible]~~ Steel Twin Screw Motor Tanker "EL KARIM"

oss 648 Vessel built at Rochester NY By whom Odenbach SB Corp. When Year 1943 Month

t 296 Engines made at La Courneuve (Seine) By whom South General Construction Mecanique When 1952

ule ~~700~~ 245 Boilers, when made (Main) ✓ (Donkey) ✓

oilers ✓ Owners Cie Marocaine de Transports Maritimes Owners' Address

" ✓ (if not already recorded in Appendix to Register Book.)

Boilers ✓ Managers ✓ Port Fedhala Voyage

ure— If Surveyed Afloat or in Dry Dock afloat & DD No 3 (State name of Dock.)

oilers ✓

Boilers ✓

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

HULL	MACHINERY
100 A1	LMC 3.48
7-52 Cob	LMC(M) 4.50
classed 3.48	TSPN 651 SW 1250
as LR 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.

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

ort No. Port

s of Examination and Repairs (if any)

urveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the ers, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on mage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in 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 8-10-52 Eng 5-11-52 Class(s) 5.3.53

s where the Surveyor has not made a special damage report he is required to state whether he offered his r this purpose, and why they were declined

report made by anyone else? If so, by whom?

yor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

r what reasons What parts of the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the assure himself of the thorough efficiency of those parts of each Boiler?

ate of internal examination of each boiler Present condition of funnel(s)

yor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

yor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

yor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

yor examine the drain plugs of the Main Boilers?, and of the Donkey Boilers?

or examine all the mountings of the Main 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?

been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

oil retaining appliance fitted at the after end? 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?

ion 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.

OIL ENGINES CONTINUOUS SURVEY.

SURVEY CONFINED TO ITEMS MENTIONED BELOW

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 & Std 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.G.C.M (La Courneuve Seine) under No. 1922 & 1923 have been in accordance with Ford Entry Rpt 46, approved drawings No. 17769. 87831 and the Secretary's letters above mentioned Satisfactory sea trials have been carried out and torsional vibration characteristics have been recorded and per attached statement from the makers

d) Auxiliaries Port Diesel Generator throughout overhauled & tested under working condition

he attention of the Master was drawn on the fact that no part of the Machinery requirements of special survey had not n held and he stated that remaining requirements will be carried out at a later date (Master's letter dated L. 2. 53 forwarded herewith)

Observations, Opinion, and Recommendation :—

e 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 y alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

nery of this vessel, so far as now seen, is in good efficient condition and eligible in my opinion to be d as classed and to have the record of Screw Shaft seen P N 2.53 - S 2.53 - E N E 3.53 and 5.53 when the torsional vibration characteristics have been approved and the machinery requirements l survey have been completed

r Section 23) TS £ 12000 -

or Repair Fee (if any) (per Section 23.) £

nses (if chargeable) £ 1200 -

Lloyds Dues £ 13000 -

Minute TUESDAY 20 OCT 1953

See Mbl. 11501

Fees applied for 30.3 19 53 £ 26.200 Received by me, ✓ 19 £

Engineer Surveyor to Lloyd's Register of Shipping.

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

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