

REPORT ON OIL ENGINE MACHINERY.

No. 11430

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of writing Report 30.3 1953 When handed in at Local Office 31.3 1953 Port of Marseilles
 in Survey held at Marseilles Date, First Survey 17th Nov 1952 Last Survey 9th March 1953
 Book. Number of Visits three

33 on the ~~Single~~ ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel "EL KARIM" Tons Gross 686 Net 295
 at Rochester N.Y. By whom built Odenbach S B Corp. Yard No. ✓ When built 1943
 Lines made at La Cousse Sene By whom made S^e Generale Constructio Mecanique Engine No. 1922 1925 When made 1952
 Key Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
 Brake Horse Power 350 x 2 = 700 Owners C^{ie} Marseillaise Transports Maritimes Port belonging to FEDHALA
 Horse Power as per Rule 140 MN Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Use for which vessel is intended Coasting service Mediter & Atlantic Coast of French North Africa. Carrying Petroleum in Bulk

ENGINES, &c. Type of Engines 66 V 42 4 stroke cycle 2 Single ~~Double acting single~~
 Maximum pressure in cylinders 50 Kgs ✓ Diameter of cylinders 285 mm ✓ Length of stroke 11 1/4" ✓ No. of cylinders 6 ✓ No. of cranks 6 ✓
 Indicated Pressure 6k 900 ✓
 Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 350 mm ✓ Is there a bearing between each crank ✓ yes
 Revolutions per minute 350 ✓ Flywheel dia. 1m 220 Weight 1270 Kgs Means of ignition mechane. mpc Kind of fuel used fuel oil
 Crank Shaft, dia. of journals as per Rule 170 mm ✓ Crank pin dia. 170 mm ✓ Crank Webs Mid. length breadth 280 mm ✓ Thickness parallel to axis ✓
 as fitted 170 mm ✓ Mid. length thickness 85 mm ✓ Thickness around eyehole ✓

Wheel Shaft, diameter as per Rule 135 mm ✓ Intermediate Shafts, diameter as per Rule 160 mm ✓ Thrust Shaft, diameter at collars as per Rule 500 mm ✓
 as fitted 135 mm ✓ as fitted 160 mm ✓ as fitted 500 mm ✓
 Propeller Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 146 mm ✓ Is the screw shaft fitted with a continuous liner ✓ no
 as fitted ✓ as fitted 146 mm ✓ three discontinuous lines

Liner thickness in way of bushes as per Rule 11 mm ✓ Thickness between bushes as per rule 11 mm ✓ Is the after end of the liner made watertight in the stern boss ✓ yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 Does the liner do 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 no
 Are liners are fitted, is the shaft lapped or protected between the liners no Is an approved Oil Gland or other appliance fitted at the after end of the tube
 no If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 610 mm ✓
 Propeller, dia. 1.506 m Pitch 1.0247 Ph No. of blades 3 Material Cast Iron whether Moveable no Total Developed Surface as previously used 1152 sq. feet
 Method of reversing Engines by Hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched ✓ yes Means of lubrication
 Lub pump. Thickness of cylinder liners 18 mm ✓ Are the cylinders fitted with safety valves yes ✓ Are the exhaust pipes and silencers lagged with
 conducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine in funnel

Working Water Pumps, No. 2 fresh water & salt water circ. pps Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 Bilge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Pumps connected to the Main Bilge Line No. and Size One 25 Tons How driven Electric motor
 Is cooling water led to the bilges no If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements ✓

Ballast Pumps, No. and size no Ballast Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size three ✓
 Are two independent means arranged for circulating water through the Oil Cooler yes ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces One 25 Ts + One 60 Ts In Pump Room ✓
 Holds, &c. Two Cargo + One Shipping pump
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 25 Ts + One 60 Ts
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes ✓ Are the Bilge Suctions in the Machinery Spaces
 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 no (steel plate elcto) ✓ Are they fitted with Valves or Cocks yes ✓
 Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates no ✓ Are the Overboard Discharges above or below the deep water line below
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel plus valve ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓
 Do all pipes pass through the bunkers ✓ How are they protected ✓
 Do all pipes pass through the deep tanks ✓ Have they been tested as per Rule ✓
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery accessible at all times. yes ✓

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 ✓
 On wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓
 Main Air Compressors, No. 1 No. of stages 2 Diameters 5 1/2" 3 1/8" Stroke 3 1/2" Driven by electric motor
 Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 80 mm 74 mm Stroke 50 mm Driven by electric motor
 All Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters Stroke Driven by hand
 Ventilating Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓

Auxiliary Engines crank shafts, diameter as per Rule 114.2 mm ✓ No. 2 Position Port & Starboard
 as fitted 114.2 mm ✓

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AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
 Can the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes
High Pressure Air Receivers, No. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓
 Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure ✓
 by Rules Actual ✓
Starting Air Receivers, No. Two Total cubic capacity 3600 litres Internal diameter ✓ thickness 7/16"
Electric welded or Electric Welded longitudinal joint Material Steel Range of tensile strength ✓ Working pressure by Rules
 Actual 28 Kgs cm²

IS A DONKEY BOILER FITTED? ✓ If so, is a report now forwarded? ✓
 Is the donkey boiler intended to be used for domestic purposes only ✓
PLANS. Are approved plans forwarded herewith for Shafting no no 87851 crankshaft app. 4-10-52 Receivers previously installed Separate Fuel Tanks previously installed
 (If not, state date of approval) no 17759 shafting app 2.5.53

Donkey Boilers ✓ General Pumping Arrangements ✓ Pumping Arrangements in Machinery Space ✓
 Oil Fuel Burning Arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied ✓
 State the principal additional spare gear supplied

The foregoing is a correct description,

[Signature]
 Manufacturer.

Dates of Survey while building
 { During progress of work in shops - - }
 { During erection on board vessel - - }
 Total No. of visits Twelve during erection on board vessel

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
 Screw shaft 4th Feb. 1953 Propellers 4th Feb. 1953 Stern tube 4th Feb. 1953 Engine seatings Engines holding down bolts 24th February 1953

Completion of fitting sea connections previously installed Completion of pumping arrangements previously installed Engines tried under working conditions at sea 7th March 53
 Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
 Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks
 Tube shaft, Material Identification Mark Screw shaft, Material Part - forged steel Identification Mark Part MSL 1103 R.F. LR S.2.53

Is the flash point of the oil to be used over 150° F. ✓
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with ✓
 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.)

The amount of Entry Fee .. £ 48.000 When applied for, 20.3.1953
 Special £ : :
 Donkey Boiler Fee \$: :
 Travelling Expenses (if any) £ 3.000 When received, ✓ 1953

TUESDAY 20 OCT 1953

Engineer Surveyor to Lloyd's Register of Shipping.



Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Committee's Minute
 Assigned