

## 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 17 Nov 1952 Last Survey 9<sup>th</sup> March 1953  
 Book. Number of Visits three

33 on the ~~Single~~ Twin Screw vessel "EL KARIM"  
~~Triple~~  
~~Quadruple~~

Tons Gross 686  
 Net 295

t at Rochester N.Y. By whom built Odenbach S B Corp. Yard No. 1 When built 1943

ines made at La Coudre Seine By whom made S<sup>e</sup> Generale Construction Mecanique Engine No. 1922 When made 1952

key Boilers made at 1 By whom made 1 Boiler No. 1 When made 1

ke Horse Power 350 x 2 = 700 Owners C<sup>ie</sup> Marseillaise Transports Maritimes Port belonging to FEDHALA

l. Horse Power as per Rule 140 MN Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

de for which vessel is intended Coasting service Mediterranean 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

imum pressure in cylinders 50 Kgs Diameter of cylinders 285 mm Length of stroke 420 mm No. of cylinders 6 No. of cranks 6

Indicated Pressure 6 k 900

of bearings, adjacent to the Crank, measured from inner edge to inner edge 350 mm Is there a bearing between each crank yes

utions per minute 350 Flywheel dia. 1<sup>m</sup> 220 Weight 1270 Kgs Means of ignition mechane. m. Kind of fuel used fuel oil

ick 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 1

Wheel Shaft, diameter as per Rule 135 mm Intermediate Shafts, diameter as fitted 160 mm Thrust Shaft, diameter at collars as fitted 500 mm

e Shaft, diameter as per Rule 1 Screw Shaft, diameter as fitted 146 mm Is the ~~screw~~ shaft fitted with a continuous liner no

three discontinuous liners

ize Liners, thickness in way of bushes as per Rule 11 mm Thickness between bushes as fitted 1 Is the after end of the liner made watertight in the

ller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 1

e 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 no

no 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 1 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 sq. feet

hod 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

ling 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

e Pumps worked from the Main Engines, No. 1 Diameter 1 Stroke 1 Can one be overhauled while the other is at work 1

aps connected to the Main Bilge Line No. and Size One 25 Tons How driven Electric motor

o 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

ngements 1

last Pumps, No. and size no ballast Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size three

two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

aps, No. and size:—In Machinery Spaces One 25 Ts + One 60 Ts In Pump Room 1

Holds, &c. Two Cargo + One Shipping pump

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 25 Ts + One 60 Ts

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

all Sea Connections fitted direct on the skin of the ship no (steel plate clark) Are they fitted with Valves or Cocks yes

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

they each fitted with a Discharge Valve always accessible on the plating of the vessel non return valve plus valve Are the Blow Off Cocks fitted with a spigot and brass covering plate 1

at pipes pass through the bunkers 1 How are they protected 1

at pipes pass through the deep tanks 1 Have they been tested as per Rule 1

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and ~~accessories~~ accessible at all times. yes

he 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

partment to another yes Is the Shaft Tunnel watertight 1 Is it fitted with a watertight door 1 worked from 1

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork 1

n Air Compressors, No. 1 No. of stages 2 Diameters 5 1/4" 3 1/8" Stroke 3 1/4" Driven by electric motor

iliary 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 1 Stroke 1 Driven by hand

venting Air Pumps, No. 1 Diameter 1 Stroke 1 Driven by 1

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

Lloyd's Register  
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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  
**Starting Air Receivers, No.** Two Total cubic capacity 3600 litres Internal diameter ✓ thickness 7/16"  
Electric Welded welded or riveted longitudinal joint Electric Welded 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 17759 crankshaft app. 4-10-52 Receivers previously installed Separate Fuel Tanks previously installed  
(If not, state date of approval) 17759 shafting app. 2-3-53  
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,

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 4<sup>th</sup> Feb. 1953 Propellers 4<sup>th</sup> Feb. 1953 Stern tube 4<sup>th</sup> Feb. 1953 Engine seatings 24<sup>th</sup> February 1953 Engines holding down bolts 7<sup>th</sup> March 53  
Completion of fitting sea connections previously installed Completion of pumping arrangements previously installed Engines tried under working conditions at sea  
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.)

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

The amount of Entry Fee .. £ 48.000 : When applied for, 20.3.1953  
Special ... .. £ :  
Donkey Boiler Fee ... .. £ : When received, ✓  
Travelling Expenses (if any) £ 3.100 :  
**TUESDAY 20 OCT 1953**

**Committee's Minute**  
**Assigned**

Engineer Surveyor to Lloyd's Register of Shipping.

