

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

(Received at London Office 12 MAR 1948)

Date of writing Report 9th March 1948 When handed in at Local Office 9th March 1948 Port of Bordeaux

No. in Survey held at La Rochelle Date. First Survey 20th Aug 47 Last Survey 4th March 1948

Reg. Book. 894 on the Machinery of the Wood, Iron or Steel Emin Screw Motor Bunker "EL KARIM" (No. of Visits 12)

Gross 632 Vessel built at Rochester By whom Vdenbach Shipbuilders Co. When 1944 5

Net 334 Engines made at Rochester By whom Clark Brothers When 1944 7

Nominal Boilers, when made (Main) (Donkey)

orse Power Owners C. Maracine des Transports Maritimes Owners' Address 291 boulevard de la Gare Casablanca

of Main Boilers Managers (if not already recorded in Appendix to Register Book.) Port La Rochelle Voyage Rotterdam

of Donkey Boilers If Surveyed Afloat or In Dock La Rochelle Dock of ship Rochelle slip way.

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

in Donkey Boilers

1st Report No. Port

Particulars of Examination and Repairs (if any) Classification

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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

Is a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

Donkey " " None

not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel(s) good

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No both Has it a continuous liner? No three liners Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft January 1948 State the wear down in the stern bush 1 1/2" Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward.

he Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Classification I.M.C. complete

Now done for I.M.C. Vessel placed on slip way, both propellers

fastenings & sea connections examined. Both tail shafts drawn out

cut to shop & examined. Stuffing bushes & arms examined. Both

tail shafts cut in way of gland and an intermediate shaft, as

per plan N° 15289 of 0th 635 bought fitted in view of future ex-

amination of thrust shafts without removing the tail shafts. Workman-

ship good.

Main motors. Port & Starboard main motors entirely exa-

mined with their cylinders, covers, pistons piston rings, connecting

rod top & bottom end brasses, crankshafts lifted & bearings, four

also, crankpins & thrust shaft & roller bearings examined. Scavenging

pumps, pistons, piston rings & connecting rod examined. Reversing gear,

aftering, fuel pumps, injection valves, lubricating pumps, circulating

P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel

(State 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 also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.)

is in safe working condition and eligible, in my opinion,

to be classed I.M.C. with date, subject to the spare gear

being completed at the earliest convenient opportunity.

Survey Fee (per Section 23) £750 : Fees applied for 19

Special Damage or Repair Fee (if any) £ : Received by me, 4.5 1948 per Bdx 62

avelling expenses (if chargeable) £95.50

Committee's Minute

signed

See minute on Rot 30422

23 APR 1948

Engineer Surveyor to Lloyd's Register of Shipping.

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pumps, strainers, refrigerators & all other apparatus examined. Both main compressors driven by means of a clutch by main motors opened out & examined.

Auxiliary motor generators. Port & Starboard auxiliary motors opened out & entirely examined with their cylinders, liners, covers, valves, mountings, connecting rod top and bottom end brasses, crankshafts, bearings, journals & crank pins, fuel pumps, injection valves, circulating & lubricating pumps, governors, etc.

Main motors. - Now done for repairs. - Cylinders without liners. Found deposition of chromium on the bore of the 4 cylinders of each motor scored in the upper part of the cylinders. 4 cylinders overhauled & sent to Hilversum (Holland) for redeposition of this special metallisation. Cylinders refitted, pistons & piston rings readjusted, new rings fitted in place.

Fuel pumps & injection valves sent to Paris for revision & afterwards satisfactorily tested.

Scavenging pumps refitted in order. All pumps, lubricating, circulating & all other apparatus repaired as necessary.

New strainers fitted.

Lubricating piping: Cross connection with intermediate valve fitted between both lubricating system of both main motors.

Auxiliary motor generators. - Now done for repair. - 6 cylinder liners of P¹ & S¹ motors renewed and all piston rings renewed. Fuel pumps & injection valves sent to shop, verified, repaired & satisfactorily tested. Lubricating & circulating pumps skimmed up & strainers repaired. New 24 volts starting accumulators refitted. Generators removed, examined megged as per rule & refitted in order.

Auxiliary compressor driven by electric motor opened out claps skimmed up & motor megged.

Both air receivers examined internally as far as practicable. Mountings & safety valves examined & skimmed up.

Receivers satisfactorily hydraulically tested to 500 lbs. Safety valves adjusted to 250 lbs. Injection air receivers examined.

Port side oil fuel pump opened out examined & motor megged.

Port side. - Centrifugal fire pump of 50 tons electrically driven opened out examined & motor megged.

Port side. - Centrifugal bilge & service pump of 25 tons electrically driven located in way of sea connections for suction to bilge & after cofferdam opened out, examined & motor megged.

Starboard side. - Sanitary centrifugal pump for salt water electrically driven opened out examined & motor megged.

Starboard side. - Centrifugal pump for drink water electrically welded opened out examined, impellor renewed & motor megged.

New oil fuel daily tanks of two tons fitted in upper part of engine room. Strainers of scavenging pump examined & cleaned.

Fire extinguishers: One of ten & 2 of 2 gallons each placed in the engine room.

Electric plant entirely examined: No modifications done to main switch board, transformers & subdivision switch boards. Found plant, switch boards, transformers, synchronisers, current breakers, control gears, etc, in good condition & well protected. Stems of cartridge type. Please see pollarding sheet.

9a.

Continuation of Report No. 546 dated 9th March 1948 on the

Alternating current supplied by both auxiliary motor generators of 220 Volts & delivered to different motors. Current transformed in 110 volts for lighting. Synchronisers are fitted on each generator.

A new battery of 24 accumulators in ferro nickel of 110 volts for lighting fitted in the after part of engine room in way of air receivers. Current breakers fitted on charging circuits.

Electric circuits in new Officers' & Crew Accommodation fitted with lead armored cables of good quality. Commutators, starters & push buttons in all circuits of flame proof type. All subdivisions switch boards & boxes examined. All measuring instruments verified & controlled.

All electric motors, circuits, & apparatus, verified & satisfactorily megged as per rule.

All installation & coupling of both generators examined under working condition.

Main & auxiliary motors & all apparatus satisfactorily tried under working condition. Recharging of both air receivers by main & auxiliary compressors during manoeuvres is automatic & permit a great number of starts.

Spare gear: Found. - Main motors. - 1 cylinder cover & piston, one set of piston rings, 2 fuel pumps, 2 injection valves. Scavenging pump: one set of piston rings. Main compressors; two sets of piston rings. A number of studs of different sizes.

Auxiliary motors: 14 cylinder's liners, 18 sets piston rings 1. cover, two fuel pumps & 2 injection valves.

Auxiliary compressor, one set of piston rings.

It was recommended to the Owners that the spare gear should be completed at the earliest convenient opportunity.

Please refer to copy of Interim Certificate forwarded herewith.

P.H.

P.S. Peas & bilge suction valves opened out, skimmed up & examined. Piping, cocks & pipes, streams & boxes of pumping arrangement examined.

P.H.



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