

REPORT ON OIL ENGINE MACHINERY.

No. 5,469

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of writing Report 9th March 1948 When handed in at Local Office 9th March 1948 Port of Bordeaux
 in Survey held at La Rochelle Date, First Survey 20th Aug. 1947 Last Survey 4th March 1948
 Book. Number of Visits
 894 on the Single Screw vessel Csunker "EL KARIM" ex "EL AFRIT" Tons Gross 632
Triple Net 334
Quadruple
 at Rochester By whom built Odenbach Shipbuilders Corp. Yard No. When built 5 1944
 Lines made at Rochester By whom made Clark Brothers Engine No. 2 When made 7 2 44
 Key Boilers made at None By whom made None Boiler No. When made
 The Horse Power both ME 700 BHP Owners C. Marvaine de Transports Maritimes Port belonging to Medala
 u. Horse Power as per Rule 220 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 de for which vessel is intended Carrying Petroleum in bulk

ENGINES, &c. — Type of Engines Clark Brothers 2 32050 32051 or 4 stroke cycles 2 S.S. Single or double acting Single
 Maximum pressure in cylinders 800 lbs sq in Diameter of cylinders 12" 6 Length of stroke 15" 16 No. of cylinders 4 No. of cranks 5
 Indicated Pressure 95 lbs. sq. inch Is there a bearing between each crank yes
 No. of bearings, adjacent to the crank, measured from inner edge to inner edge 9" 6
 Revolutions per minute 300 Flywheel dia. 38" Weight 2350 lb Means of ignition None Kind of fuel used gas oil
 Material Solid forged dia. of journals as per Rule Rule size = 6.78" Crank webs Mid. length breadth Rule 9.02" Thickness parallel to axis None
Semi built dia. of journals as fitted 11" Crank pin dia. 8" Mid. length thickness 12" 6 shrunk Thickness around eye-hole None
All built as per Rule as fitted Rule 4.42" Rule 3.79"
 Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted roll bearings
 Propeller Shaft, diameter as per Rule 6" 5/8 Screw Shaft, diameter as per Rule 5" 3/4 Is the tube shaft fitted with a continuous liner 3 liners
 Thickness of cylinder liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 6" 5/8 Is the after end of the liner made watertight in the
 propeller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes three lengths
 If the 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 yes If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after
 end of tube shaft No If so, state type None Length of bearing in Stern Bush next to and supporting propeller 22" 1/4
 Propeller, dia. 62" Pitch 62 No. of blades 3 each propeller Material brass whether moveable No Total developed surface 7342 sq. feet
 Method of reversing Engines by fuel pump shaft Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of
 variation pumps Thickness of cylinder liners No liners Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled
 lagged with non-conducting material No 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 Cooling Water Pumps, No. 2 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. None Diameter None Stroke 2 Can one be overhauled while the other is at work None
 Pumps connected to the Main Bilge Line { No. and size centrifugal pump
 How driven electrically
 Is the cooling water led to the bilges No in refrigerator so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements None
 Fast Pumps, No. and size Centrifugal former pump Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both main bilge pumps and auxiliary
 pumps, No. and size:—In machinery spaces Centrifugal pump In pump room yes
 Hold, &c. yes, in forecath spaces
 Independent Power Pump Direct Suctions to the engine room bilges, No. and size Centrifugal pump of 25 tons electrically driven
 Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes yes Are the bilge suction in the machinery spaces led 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 grooves Are they fitted with valves or cocks valves Are they fixed
 sufficiently high on the ship's side to be seen without lifting the platform plates yes 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 yes Are the blow off cocks fitted with a spigot and brass covering plate None
 Do all pipes pass through the bunkers None How are they protected None
 Do all pipes pass through the deep tanks None Have they been tested as per Rule None
 Are all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings 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 None Is it fitted with a watertight door None worked from None
 On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork None
 Air Compressors, No. 2 No. of stages 2 diameters 3" 4.5" 6" stroke 4" driven by main engines
 Auxiliary Air Compressors, No. 1 No. of stages 2 diameters 3" 4.5" 6" stroke 5" driven by electrically
 Additional Auxiliary Air Compressors, No. None No. of stages None diameters None stroke None driven by None
 Is provision made for first charging the air receivers Several engines started by electric batteries - see instructions
 Suctioning Air Pumps, No. 1 each Main Motor diameter 22" stroke 15" driven by main engine
 Auxiliary Engines crank shafts, diameter as per Rule No. None Position None
 Have the auxiliary engines been constructed under special survey yes American Bureau Is a report sent herewith None

See
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 6/11/48
 9/4/48

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AIR RECEIVERS:—Have they been made under survey *yes American Bureau* State No. of report or certificate *located by A.B. to 500 lbs in 20/2* Rpt.

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*

Injection Air Receivers, No. *2* Cubic capacity of each. Internal diameter. thickness. by Rules. *2* No. Reg. I

Seamless, lap welded or riveted longitudinal joint. *Seamless* Material. *Steel* Range of tensile strength. Working pressure Actual. *25* 36

Starting Air Receivers, No. *2* Total cubic capacity. Internal diameter. *30" length 130"* thickness. by Rules. No. Reg. I

Seamless, lap welded or riveted longitudinal joint. *seamless* Material. *steel PSTM* Range of tensile strength. Working pressure Actual. *25* 36

IS A DONKEY BOILER FITTED *No* 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. *yes* Receivers. *yes* Separate fuel tanks. *Oil*

Donkey boilers. *None* General pumping arrangements. *Approved* Pumping arrangements in machinery space. *Approved* Gener

Oil fuel buring arrangements.

SPARE GEAR.

Has the spare gear required by the Rules been supplied. *Not complete.*

State the principal additional spare gear supplied. *Main motors: Keyliuder cones, one piston set of piston rings 2 fuel pumps & 2 injection valves. Scavenging pump: one set of rings. Co pressors 2 sets of rings. A number of studs of different sizes. Owner's have been advised.*

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								
Dates of examination of principal parts—	Cylinders	Covers	Pistons	Rods	Connecting rods				
Crank shaft	Flywheel shaft	Thrust shaft	Intermediate shafts	Tube shaft					
Screw shaft	Propeller	Stern tube	Engine scatings	Engine holding down bolts					
Completion of fitting sea connections	Completion of pumping arrangements	Engines tried under working conditions							
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	Identification mark						
Identification marks on air receivers									

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.

Description of fire extinguishing apparatus fitted.

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. *Workmanship good*)

The machinery of this vessel is in safe working condition & eligible in opinion to be classed I.M.C. with date subject to the spare gear to be completed at the earliest convenient opportunity

The amount of Entry Fee ... £ : : When applied for ... 19

Special ... £ : : When received ... 19

Donkey Boiler Fee... £ : :

Travelling Expenses (if any) £ : :

Committee's Minute

Assigned

See minute on Rot 30422

L. H. Howard
Engineer Surveyor to Lloyd's Register of Sh

FRL 23 APR 1948

Lloyd's Register Foundation