

Rpt. **DISCLOSED SECTION**
No. *482*

STEEL STEAMER OR MOTORSHIP.

RPT. NO. 13241-

Received at London Office

15 MAR 1949

DISCLOSED SECTION
No. *482*

96464

State if Report has been sent on the Freeboard of the Vessel *YES*
State if Report is sent on the Machinery of the Vessel *YES*
Date of completion of report *9. 3. 49* Port of *TRIESTE*
Survey held at *VENICE* Date First Survey *17. 8. 48* Last Survey *5. 3. 1949*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *SINGLE SC. MOTOR TANKER "MELTEM" MACH. AFT.*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *FULL SCANTLINGS* State Type of Erections *POOP*

TONNAGE under Tonnage Deck *56.93*
Do. of space or spaces between Tonnage Dk. Upper Dk.
Tonnage *69.41*
Tonnage *27.61*

REGISTERED DIMENSIONS. FEET
81.9'
15.6'
5.8'
CLASS CORRESPONDING TO State if with freeboard *YES*
A S.M.O. OF. L.I.S. FOR SERVICE IN THE BOSPHORUS
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *80'*
Breadth (greatest moulded) *15.78'*
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *5.83'*
1st Longitudinal Number (L x D) *466.4*
2nd Numeral L x (B + D) *1728.8*
Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.7*
Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.7*
Do. Long Bridge to top of keel *44'-7 3/4"*
Draught Moulded *44'-7 3/4"*
Built at *VENICE*
Launched *14. 2. 49* Yard No. *442*
Builders *CANTIERE CELLI S. P.*
Owners *KADRI CENANI*
Managers *(Where necessary to be entered in Reg. Book)*
Residence *(Where necessary to be entered in Reg. Book)*
Port of Registry *ISTANBUL*
If surveyed while building, afloat, or in dry dock *ON STOCKS, (SEE REPORT)*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	M. M. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	400 ✓		Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead.....	400 ✓		" " Reversed Frame.....		
" " in peaks	400 ✓		" " Vertical Struts		
E FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, <i>E or I</i> <i>I</i>	50 30 5 ✓		" " top Angles		
" " Extends up to.....	UPPER DK. ✓		" " bottom Angles.....		
WEB Reinforced Frame Amidships, Angle <i>EVERY 5TH</i> <i>180° 5' WITH 45 x 4.5" FACE PLATE</i> <i>I</i>	180 5 ✓		Side Girders, No. each side and thickness.....		
" " Extends up to.....	UPPER OK ✓		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....	✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, <i>I</i> or <i>I</i>	✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area Gussets, spacing and scantling abaft 1/4 len. from stem.....		
" " Second 'tween Decks, Angle, <i>I</i> or <i>I</i>	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " Third	✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
" " from 1/2 len. for'd. to 15% len. from Stem	50 30 5 ✓ <i>I</i>		INNER BOTTOM PLATING.		
" " in Peaks, Angle or <i>E</i> <i>I</i>	50 30 5 ✓ <i>I</i>		Breadth and thickness of Middle Line Strake.....	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	FRAMES WELDED NO ✓		Thickness of remainder in Holds		
State if Frame Joggled.....	AS YES, WELDED		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	AS YES, WELDED		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	AS YES, WELDED		Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or I</i>	50 30 5 <i>I</i>	
DOUBLE BOTTOM.			" " in way of Bridge, Angle, <i>I</i> or <i>I</i>		
Floors, Depth and thickness at mid-line in Holds.....	300 5 ✓		" " Spacing <i>EVERY BUT STRONG BEAM FITTED EVERY 5TH IN LINE WITH WEB FRAMES 90 x 5 WITH 45 x 4.5" FACE PLATE</i>		
Height of Brackets at side above base line at toe of frame.....	✓		Second Deck, amidships, Angle, <i>I</i> or <i>I</i>		
Middle Line Keelson, on Floors, Angles, <i>I</i> or <i>I</i>	300 6 ✓		" " Spacing		
" " Through Plate or Inter-coastal Plate <i>RIPER</i>	400 6 ✓		Third Deck, amidships, Angle, <i>I</i> or <i>I</i>		
" " Foundation Plate on Floors	400 6 ✓		" " Spacing.....		
" " Flat Plate Keel Angles <i>NONE WELDED</i>			Fourth Deck, amidships, Angle, <i>I</i> or <i>I</i>		
Side Keelsons, No. each side.....	THREE		" " Spacing.....		
" " thickness of Intercoastal Plate.....	4.5 ✓		Poop Deck, Angle, <i>I</i> or <i>I</i>	50 30 5 <i>I</i>	
" " Angles <i>NONE WELDED BUT 45 x 4.5" FLAT BAR FITTED ON TOP</i>			" " Spacing.....	EVERY	
BRIDGE DECK.			Bridge Deck, Angle, <i>I</i> or <i>I</i>		
Solid Floors, thickness and spacing			" " Spacing.....		
" " Are Frame and Reversed Frame joggled?	NONE		Forecastle Deck, Angle, <i>I</i> or <i>I</i>		
Bracket Floors, breadth and thickness at middle line			" " Spacing.....		
" " breadth and thickness at margin plate.....					

PILLARS AND DECKS.			
M.M. IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows			
" in 'tween Decks, Size and Spacing			
" " " " " "			
" in Holds " " " "			
Centre Line Bulkhead. IN CARGO TANKS			
Stiffeners and Spacing 50 30 5 ✓			
Plating, thickness of 5 7/16 ✓			
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells 950 5 ✓			
" " " " in way of Bridge ✓			
" Angle in Wells 40 40 5 ✓			
Thickness of Plating abreast Deck openings in way of Wells 5 ✓			
Thickness of Plating abreast Deck openings in way of Bridge 5 ✓			
Thickness of Plating within line of openings 5 ✓			
If Sheathed, material and thickness NOT SHEATHED ✓			
Second Deck.			
Stringer Plate, breadth and thickness in Wells			

SHELL PLATING.			
SCANTLINGS.			
STRAKES.	AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	AMIDSHIPS.	FORWARD. AFT.	
	Breadth.	Thickness.	
Flat Plate Keel	500 1/16 ✓	6 1/16 ✓	
" Dblg. (if any)			
Bottom Plating, No. of Strakes	4 1/2 ✓	4 1/2 ✓	
Bilge Plating, No. of Strakes	4 1/2 ✓	6 ✓	
Side Plating, No. of Strakes			
Upper Deck, Sheer-strake in Wells	700 5 ✓	5 ✓	
Upper Deck, Sheer-strake in Bridge			
Strake below Sheer-strake in Wells	1000 4 ✓	4 ✓	
Strake below Sheer-strake in Bridge			
Poop Side Plating		4 1/2 ✓	
Bridge Side Plating			
Forecastle Side Plating			

WATERTIGHT BULKHEADS.			
Total No. of W.T. BULKHEADS in Vessel—	9		
Extending to Upper Deck (Sec. 3 c)	8		
" Deck next below	1 AFTER PEAK		
As per Rule	3		
STIFFENERS.			
MIDSHIP BULKH'D, Upper 'tween decks	Plating Thickness.	VERTICAL.	HORIZONTAL.
		Scantlings.	Spacing.
" " Second "			
" " Third "			
" " TANKS "	5 ✓	60x60x6 500 ✓	✓
" " (in Hold) "	5 ✓	60x60x6 500 ✓	✓
" " COLLISION "	5 ✓	50x30x6 500 ✓	✓
" " AFTER PEAK "			

EQUIPMENT No.				LETTER				ANCHORS.			
Number of Certificate.		Weight, Ex. Stock.		Weight of Stock.		Test, Per Certificate.		Weight Required by Table 53.		Description of Anchor.	
1st Bower	120 KGS ✓									STOCK/ESS.	
2nd "	120 KGS ✓									Do.	
3rd "											
Collective weight											
Stream											

CHAIN CABLES.				HAWERS AND WARPS.			
Number of Certificate.		Length and size supplied.		Test per Certificate.		Weight of Chain Cable.	
		Length.	Diam.	Statutory.	Break-ing.	Supplied.	Per Rule.
		Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.
		140	13				

FORGINGS AND CASTINGS.			
Casting or Forging.		Scantlings.	
KEEL, Bar	PLATE KEEL ✓		
STEM	PLATE STEM ✓		
STERN FRAME	Propeller Post BUILT UP ELEC. WELDED FORGED CELL. BOSS & SOLE PIECE.		
Rudder	ORDINARY.		
Speed of Vessel	8 KNOTS.		
RUDDER—Type			
" A x D.			
" Diam. of head	39 7/16		
" Mainpiece at top pintle			
" heel			
" how constructed	BUILT UP.		
" double or single plate coupling, vertical or horizontal	DOUBLE PLATE ELEC. WELDED.		

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. **MOTORSHIP**

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. **TANKER**

This vessel was built under the Survey of the Registro Italiano and all material tested by that Society.

Plans were submitted and approved by the Committee, but certain amendments on these plans were not dealt with. Please see Secy's letter.

The single riveted shell seams were reinforced with electric welding as requested on approved midship section. Rivets examined and found satisfactory. Cargo tanks and after peak tank together with cofferdams tested and found in order.

Scantlings checked with approved plans, and found to be in order.

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

on checking the scantlings etc it was noted that the length and moulded depth did not correspond to that as shown on the approved midships section. The correct figures are shown on page 1 of this report. The original freeboard assignment figures have been cut in the vessel's sides and verified. as the difference in depth amounts to 3" the mould draft has been correspondingly reduced to 4'-8" 4.624157

no cement has been fitted in shell in fore of single bottom in fore hold.

It was stated by the Builders that the chain cables and anchors had been tested by the R.I.N.A. but in spite of repeated requests no certificates were produced.

PARTICULARS OF ELECTRIC WELDING (if employed)

vessel electrically welded throughout with the exception of the shell seams and upper deck stringer bar.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. CRUISER STERN. PART ELECTRICALLY WELDED.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 24.6 ft., R.Q.D. ft., Bridge ft., Forecastle ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters Extreme Breadth over Belting 16.4 Over-all Length 88' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK STEEL

Parts of Bottom of Vessel coated with cement or approved composition AFTER PEAK TANK. SINGLE BOTTOM IN FORE HOLD. PAINTED.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	4.2	1.3
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

17. 8. 48, 19. 8. 48, 13. 1. 49, 31. 1. 49, 7. 2. 49
5. 3. 49

Total No. of Visits



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