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# REPORT ON OIL ENGINE MACHINERY.

No. 13241

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Report of writing Report 9<sup>TH</sup> MAR 1949 When handed in at Local Office 9<sup>TH</sup> MAR 1949 Port of TRIESTE  
in Survey held at VENICE Date, First Survey 13/1/49 Last Survey 5<sup>TH</sup> MAR. 1949  
Book. Number of Visits 5

Single on the Triple Screw vessel "MELTEM" Tons { Gross 69.4 Net 27.6  
at VENICE By whom built CANT. CELLI S.A. Yard No. 442 When built 1949-2  
ines made at GENOA By whom made ANSALDO S.A. Engine No. D14383 When made 1949  
key Boilers made at - By whom made - Boiler No. - When made -  
Horse Power 110 Owners KADRI CENANI Port belonging to ISTAMBUL  
Horse Power as per Rule 28 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES  
le for which vessel is intended CARRYING PETROLEUM IN BULK

ENGINES, &c. — Type of Engines DIESEL 2 or 3 stroke cycle 4 Single or double acting S  
imum pressure in cylinders 55 Kg/cm<sup>2</sup> Diameter of cylinders 215 mm Length of stroke 310 mm No. of cylinders 4 No. of cranks 4  
n Indicated Pressure 6.45 Kg/cm<sup>2</sup> Is there a bearing between each crank YES  
n of bearings, adjacent to the crank, measured from inner edge to inner edge 264 mm  
olutions per minute 390 Flywheel dia. 900 mm Weight 425 Kgs Means of ignition COMP. Kind of fuel used DIESEL OIL  
Solid forged dia. of journals as per Rule Crank pin dia. 130 mm Crank webs Mid. length breadth 200 mm Thickness parallel to axis -  
ft. as fitted as fitted as fitted Mid. length thickness 64 mm Thickness around eye-hole -

Wheel Shaft, diameter as per Rule 130 mm Intermediate Shafts, diameter as per Rule NONE Thrust Shaft, diameter at collars as fitted 75 mm  
e Shaft, diameter as per Rule - Screw Shaft, diameter as per Rule 85 mm Is the tube shaft fitted with a continuous liner YES

ize Liners, thickness in way of bushes as per Rule 10 mm Thickness between bushes as per Rule 10 mm Is the after end of the liner made watertight in the  
eller boss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

ie 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-  
osive - If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after  
f tube shaft NO If so, state type - Length of bearing in Stern Bush next to and supporting propeller 350 mm

opeller, dia 1120 Pitch 750 mm No. of blades 3 Material BRONZE whether moveable NO Total developed surface - sq. feet  
hod of reversing Engine CLUTCH Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of

ication FORCED Thickness of cylinder liners - Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled  
gged with non-conducting material YES If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned  
to the engine - Cooling Water Pumps, No. 2 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 100 mm Stroke 52 mm Can one be overhauled while the other is at work -  
ps connected to the Main Bilge E.R. (No. and size 1 @ 100 x 52 mm 1 - 25 T/HR  
How driven MAIN ENG. Aux. ENG.

e 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  
gements -

CARGO 3 Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 @ 2300 LITRES/HR  
st Pumps, No. and size 3 DRIVEN BY MAIN ENG.

wo 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 1 @ 39 mm TO MAIN ENG. PUMP, 1 @ 27 mm HAND PUMP In pump room 1 @ 27 mm HAND PUMP

lds, &c. 1 @ 27 mm HAND PUMP

pendent Power Pump Direct Suctions to the engine room bilges, No. and size 1 @ 52 mm

all the bilge suction pipes in hold and tunnel well fitted with strum-boxes YES Are the bilge suction in the machinery spaces led from easily  
able mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges FITTED WITH STRUMS

ll Sea Connections fitted direct on the skin of the Ship YES Are they fitted with valves or cocks YES Are they fixed  
tently 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 ABOVE

ey each fitted with a discharge valve always accessible on the plating of the vessel SEE PLAN Are the blow off cocks fitted with a spigot and brass covering plate -  
pipes pass through the bunkers - How are they protected -

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

ll pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times YES

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  
s, or from one compartment to another YES Is the shaft tunnel watertight - Is it fitted with a watertight door - worked from -

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

Air Compressors, No. - No. of stages - diameters - stroke - driven by -  
liary Air Compressors, No. 1 No. of stages 2 diameters - stroke - driven by Aux. ENG.

l Auxiliary Air Compressors, No. - No. of stages - diameters - stroke - driven by -  
provision is made for first charging the air receivers Aux. COMP. - HAND STARTING

Enging Air Pumps, No. - diameter - stroke - driven by -  
liary Engines crank shafts, diameter as per Rule 75 mm No. 1 - 11 H.P. @ 1500 R.P.M. Position ENG. RM. SINGLE CYL.  
the auxiliary engines been constructed under special survey NO Is a report sent herewith -

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AIR RECEIVERS:—Have they been made under survey. YES State No. of report or certificate GENOA 20/4  
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 NO Is a drain fitted at the lowest part of each receiver YES  
Injection Air Receivers, No. — Cubic capacity of each — Internal diameter — thickness —  
Seamless, lap welded or riveted longitudinal joint. — Material — Range of tensile strength — Working pressure <sup>by Rules</sup> —  
Starting Air Receivers, No. 2 Total cubic capacity 320 LITRES Internal diameter 351 mm thickness 8.5 mm Actual —  
Seamless, lap welded or riveted longitudinal joint SEAMLESS Material STEEL Range of tensile strength — Working pressure <sup>by Rules</sup> — Actual 35 kg/cm<sup>2</sup>  
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 MADE GENOA DISTRICT Separate fuel tanks —  
(If not, state date of approval)  
Donkey boilers. — General pumping arrangements YES Pumping arrangements in machinery space YES  
Oil fuel burning arrangements YES

#### SPARE GEAR.

Has the spare gear required by the Rules been supplied. YES  
State the principal ~~additional~~ spare gear supplied. 1 CYL. COVER  
1 INLET, 1 EXHAUST, 1 START. VALVE. 4 FUEL VALVES.  
PARTS FOR 2 FUEL PUMPS. 2 FUEL INJECT PIPES.  
BOTT. END BEARINGS. PISTON RINGS.  
BEARING BOLTS

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 25/1/49 Covers 25/1/49 Pistons 25/1/49 Rods. — Connecting rods 25/1/49  
Crank shaft 25/1/49 Flywheel shaft 25/1/49 Thrust shaft 25/1/49 Intermediate shafts — Tube shaft —  
Screw shaft 3/1/49 Propeller 13/1/49 Stern tube 3/1/49 Engine seatings 13/1/49 Engine holding down bolts 13/1/4  
Completion of fitting sea connections 13/1/49 Completion of pumping arrangements 5/3/49 Engines tried under working conditions 19/2/49  
Crank shaft, material S.M.S. Identification mark R.I. Flywheel shaft, material S.M.S. Identification mark R.I.  
Thrust shaft, material S.M.S. Identification mark R.I. Intermediate shafts, material — Identification marks —  
Tube shaft, material — Identification mark — Screw shaft, material S.M.S. Identification mark R.I.  
Identification marks on air receivers LLOYDS - 1/90069 LLOYDS 1/90016  
T.P. - 70 kg/cm<sup>2</sup> T.P. 70 kg/cm<sup>2</sup>  
WP - 35 " " WP 35 " "  
G.M. 15/1/48 GM 9/1/48  
Is the flash point of the oil to be used over 150°F. YES  
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with YES  
Description of fire extinguishing apparatus fitted 2 2 GALL. PORTABLE IN E.R.  
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 NO If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel was constructed and fitted on board under Registro Italiano Survey. It has now been examined and the workmanship and materials used appear good. All machinery has been tested running under full working conditions and found satisfactory. In my opinion the machinery is eligible to be classed with records L.M.C. 3,49, OIL ENGINE, SCREW SHAFT C.L.

The amount of Entry Fee ... £

Special ...

Donkey Boiler Fee... £

Travelling Expenses (if any) £

When applied for

When received

19

19

Committee's Minute

Assigned

FRI 22 APR 1949

L.M.C. 3.49 (with endorsement)

John McAfee  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation