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REPORT ON OIL ENGINE MACHINERY.

No. 13241

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

on the Single Screw vessel "MELTEM" Tons Gross 69.4
Triple Net 27.6
Quadruple
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/cm² Diameter of cylinders 215^{MM} Length of stroke 310^{MM} No. of cylinders 4 No. of cranks 4
n Indicated Pressure 6.45 Kg/cm² Is there a bearing between each crank YES
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
nk dia. of journals 130^{MM} Crank pin dia. 130^{MM} Crank webs Mid. length breadth 200^{MM} Thickness parallel to axis -
ft. All built as fitted 130^{MM} as fitted 130^{MM} 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 fitted 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 fitted 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 -
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-
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 @ 100x52^{MM} 1-25T/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 Pumps, No. and size 3 Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 @ 2300 LITRES/HR
DRIVEN BY MAIN ENGL
no 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
ible 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
ntly 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 by Rules —
Actual —

Starting Air Receivers, No. **2** ✓ Total cubic capacity **320 LITRES** Internal diameter **351 mm** thickness **8.5 mm**

Seamless, lap welded or riveted longitudinal joint **SEAMLESS** Material **STEEL** Range of tensile strength — Working pressure by Rules —
Actual **35 kg/cm²**

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 buring 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 **13/1/49**

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 **LLOYD'S - 1/90069** **LLOYD'S 1/90016**
T.P. - 70 kg/cm² **T.P. 70 kg/cm²**
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 Duney. 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

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 ... £
Special ... **Due letter** : :
Donkey Boiler Fee... £ : :
Travelling Expenses (if any) £ : :

When applied for. 19
When received. 19

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

Committee's Minute **FRI 22 APR 1949**

Assigned **L.M.C. 3.49 (with endorsement)**



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