

REPORT ON OIL ENGINE MACHINERY.

No. 10664

16 JAN 1935

Date of writing Report 12/12/34 When handed in at Local Office 12/12/34 Port of TRIESTE
 No. in Survey held at PALERMO Date, First Survey 11th October 1934 Last Survey 1st January 1935
 Reg. Book. Number of Visits 11

88308 on the Single Twin Triple Quadruple Screw vessel M.D. "ANTEO" Tons Gross 6771.65
Net 4036.60

Built at PALERMO By whom built CANTIERI NAVALI RIUNITI Yard No. 141 When built 1934
 Engines made at TURIN By whom made FIAT STABILIMENTO GRANDI MOTORI Engine No. 1715 When made 1934
 Boiler No. 4645 When made 1934
 Do key Boilers made at PALERMO By whom made CANTIERI NAVALI RIUNITI Boiler No. 4646
 Brake Horse Power 3200 Owners SOCIETA' LIGURE DI ARMAMENTO Port belonging to GENOVA
 Nom. Horse Power as per Rule 915 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which vessel is intended OIL TANKER

ENGINES, &c.—Type of Engines FIAT L. 756 2 or 4 stroke cycle 2 Single or double acting single
 Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 750 mm Length of stroke 1350 mm No. of cylinders 6 No. of cranks 6
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1050 mm Is there a bearing between each crank yes
 revolutions per minute 95 Flywheel dia. 3100 mm Weight 14500 kg Means of ignition compression Kind of fuel used DIESEL OIL
 Crank Shaft, dia. of journals as per Rule 456.4 mm Crank pin dia. 500 mm Crank Webs as per Rule 650 mm Thickness parallel to axis shrunk
as fitted 500 mm Mid. length thickness 310 mm Thickness around eye-hole shrunk
 Flywheel Shaft, diameter as per Rule 456.4 mm Intermediate Shafts, diameter as per Rule 335 mm Thrust Shaft, diameter at collars as per Rule 351.8 mm
as fitted 500 mm as fitted 370 mm as fitted 410 mm
 Main Shaft, diameter as per Rule 369.76 mm Is the tube shaft fitted with a continuous liner yes
as fitted 405 mm screw
 Bronze Liners, thickness in way of bushes as per Rule 16 mm Thickness between bushes as per rule 12 mm Is the after end of the liner made watertight in the
as fitted 25 mm as fitted 24 mm
 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
 Is 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 the tube
 If so, state type yes Length of Bearing in Stern Bush next to and supporting propeller 2000 mm
 Propeller, dia. 5000 mm Pitch 4300 mm No. of blades 4 Material bronze whether Moveable yes Total Developed Surface 8300 sq. feet
 Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine yes Means of lubrication
forced Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine yes
 Cooling Water Pumps, No. 3 1 duplex 150 tons Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 What special arrangements are made for dealing with cooling water if discharged into bilges discharging overboard
 Large Pumps worked from the Main Engines, No. 1 Diameter 190 mm Stroke 150 mm Can one be overhauled while the other is at work yes
 Pumps connected to the Main Bilge Line { No. and Size 2 duplex 190 x 190 x 150 mm & 1 duplex 254 x 280 x 254 mm
 How driven steam
 Ballast Pumps, No. and size 1 duplex 254 x 280 x 254 mm Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 duplex 150 x 145 x 150 mm
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 1 @ 82.5 mm; 2 @ 82.5 mm Eng. Coff. off; 2 @ 76.5 mm Eng. Coff. on; 1 @ 76.5 mm R.P. top In Pump Room 2 @ 76.5 mm
 Holds, etc. 2 @ 76.5 mm in forward pump room 1 @ 76.5 mm
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 82.5 mm 1 @ 203 mm from circulating or ballast pump (bilge injection)
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces
 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 yes 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 above
 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 yes
 Do pipes pass through the bunkers Deep Cofferdam section pipes How are they protected yes
 Do pipes pass through the deep tanks yes Have they been tested as per Rule yes
 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 yes Is it fitted with a watertight door yes worked from yes
 In a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork yes
 Main Air Compressors, No. 1 No. of stages 3 Diameters 700/670/150 mm Stroke 920 mm Driven by Main Engine
 Auxiliary Air Compressors, No. 2 No. of stages 3 Diameters 310/270/70 mm Stroke 250 mm Driven by Steam Engine
 All Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 90/30 mm Stroke 80 mm Driven by Diesel Engine
 Reversing Air Pumps, No. 1 Diameter 2 cyl. Tandem 1250 mm Stroke 920 mm Driven by Main Engine
 Auxiliary Engines crank shafts, diameter as per Rule 70.6 mm See separate Rpt. on Aux. Eng. No. 1 Position E.R. starting platform on starboard side
as fitted 80 mm

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes
 Are the internal surfaces of the receivers be examined and cleaned no Is a drain fitted at the lowest part of each receiver yes
 Pressure Air Receivers, No. 2 Cubic capacity of each 150 litres Internal diameter 291 mm thickness 12.5 mm
 Unless, lap welded or riveted longitudinal joint Seamless Material steel Range of tensile strength 46.4-47.6 kg/mm² Working pressure 85 kg/cm²
 Actual 80 kg/cm²
 Starting Air Receivers, No. 32 Bottles Total cubic capacity 10944 litres Internal diameter 400 mm thickness 17 mm
 Unless, lap welded or riveted longitudinal joint Seamless Material steel Range of tensile strength 44-55 kg/mm² Working pressure 83.49 kg/cm²
 Actual 75 kg/cm²

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