

27 AUG 1942

ne Room.

27 AUG 1942

1st August 42
Gothenburg

5th August 42

Gothenburg
19th August 1941

29th July 42

5582

Single

AKKA

5409

3053

Gothenburg

do

Lund

4200

744

A.B. Gotaverken

568

1942.

do

1523

1942.

Carl Holmberg M.V. A/B.

4310

1941

Trafik A.B. Grangenberg-Oxelösund

No.

Stockholm

Yes

General

Heavy oil

49 kg/cm²
6.5 kg/cm²

680 mm

1500 mm

2

S.A.

6

6

112

Turning

WD² 8770 kgm²

455 mm

480/130 mm

974
WD² 2060 kgm²

480/60 mm

Compression

730 mm

300 mm

Steel oil

300 mm

210 mm

363 mm

480/130 mm

semi built

✓

✓

✓

✓

19.25 mm
20.22 mm

346 mm

347 mm

381.2 mm

385.5 mm

14.5 mm

19.5 mm

Yes

fits tightly

5140 mm

3930 mm

4

C.Steel

No

Total Developed Surface

1800 mm

10.6 m²

Comp. air

50 mm

Yes

Yes

lagged

{ 2 F.W. at 1750 lit/min
2 S.W. at 3400 lit/min
None

Suction

Yes

1 ballast at 150 tons. 1 ballast at 350 tons. 1 bilge at 20 tons. 1 bilge & sump at 20 tons
all electrically

No

{ 1 at 150 tons
1 at 350 tons

2 at 2750 lit/min

Yes

5 at 3" 1 at 3" to C.P. 1 at 3" to tunnel wells.

No. 1, 2, 3 & 4 holds 2 at 3" each. No. 5 & 6 holds 2 at 3" forward & 2 at 2" aft each

1 at 6" to 150 ton ballast pump. 1 at 6" to 350 ton ballast pump.
1 at 3 1/2" to 20 ton bilge pump.

Yes

Yes

{ on riveted compartments
between floors.

{ By lifting
small plates
Yes

Valves

above

Yes

Bilge suction to forward holds

Yes
Yes

Yes

Yes

Yes

E.R. top

None

3

2

90, 235 mm

220 mm

Sux. engines

Small Diesel

60 mm

60 mm

Small air compressor above

1300 mm

engine which is started by hand.

820 mm

Main engine.

138 mm

160 mm

Yes

3 E.R. floor. 2 P. side & 1 S. side

Yes

Salt Water:

21.6 147.3

26.0 230.2

35.6 1560.0

68.6 489

72-78 16.55 m³

1, 8, 13, 16, 22,

9, 20, 21, 24, 27, 2

22, 24, 25, 29.

56

Yes ✓
None ✓
2 ✓
Riveted ✓
Yes ✓
No. ✓
9.5.41, Got. 4.2.41.
Got. 24.4.41 ✓
2x10.3 cm.³ ✓
S.M. Steel ✓
No. ✓
Got. 7.3.41 ✓
1800 mm. ✓
44/50 kg/mm² ✓
Yes ✓
25 mm. ✓
25.6 kg/cm² ✓
25 kg/cm² ✓
5582 ✓
Got. 19.4.41 ✓
Got. 7.3.41 ✓
Got. 17.12.40 ✓

Yes ✓
10 fuel valves complete, 1 exhaust valve complete, 3 exhaust valve
spindles & seats, 1 piston & 2 piston rods, a number of piston rings, 1 top half of bottom end
bearing, 1 top & 1 lower half of main bearing, 2 main bearing bolts & nuts, 6 fuel pump chest, line
and plungers, 1 propeller shaft & nut.

(Sgd) Allan Borgström.

Jan. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.	Feb. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28.	Mar. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.	Apr. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.	May 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.	June 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.	July 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.	Aug. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.	Sept. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.	Oct. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.	Nov. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.	Dec. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.
68	22.23/42	22.1.42	22.2.42	22.3.42	22.4.42	22.5.42	22.6.42	22.7.42	22.8.42	22.9.42	22.10.42
71.42	71.42	71.42	71.42	71.42	71.42	71.42	71.42	71.42	71.42	71.42	71.42
30.5.42	30.5.42	30.5.42	30.5.42	30.5.42	30.5.42	30.5.42	30.5.42	30.5.42	30.5.42	30.5.42	30.5.42
6.5.42	6.5.42	6.5.42	6.5.42	6.5.42	6.5.42	6.5.42	6.5.42	6.5.42	6.5.42	6.5.42	6.5.42
S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel
S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel	S.M. Steel
LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112	LLoyDS 8940/112
H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41	H.T. 28.3.41
LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778	LLoyDS 5778
S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42
Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3	Nos. 8/2, 8/3
LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.	LLoyDS TEST 3946.
H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.	H.T. 26.40.
HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42	HBS 5.5.42
LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153	LLoyDS 153
S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42
LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157	LLoyDS 157
S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42	S.T. 3.6.42
LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181	LLoyDS 181
HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42
LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182	LLoyDS 182
HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42	HBS 11.6.42

Yes ✓
Not desired ✓
M.T. "JUNO" Göteborgs Yards no. 559.
This machinery has been built under special survey
in accordance with the Rules and approved plans. The workmanship and materials are good and
forging report in respect of the shafting and test sheets in respect of the material of the air
receivers are attached. The machinery has been securely fitted in the vessel under my inspection
and to my satisfaction and has been tried on a trial trip and found satisfactory.
An exhaust gas economiser of Götaverken's tubular type, similar to that fitted in the builder
Yard no. 538, M.S. "STEGEHOLM" has been installed in this vessel. The economiser was built of tested
material under survey, was tested by hydraulic pressure to 12 kg/cm² on 12th June, 1942, and marked
LLoyDS TEST 12 kg. S.T. 12.6.42. The safety valves were adjusted under steam to 6 kg/cm² during the trial.
With reference to the telegrams exchanged between Göteborg & London offices dated 1st & 4th June 1942 respectively
regarding the 350 ton ballast pump, it may be stated that a small extraction pump has been fitted to this ballast pump
driven by belt from the propeller shaft. The self-priming properties of the pump were tested & found satisfactory.
This machinery is eligible, in my opinion, to be classed LMC 7.42 with notation of CL & DB85th subject to
release gear being fitted to the starters of all
53 light 42 electric motors above 1 B.H.P. (Sgd) H.P. Sig