

007967-007976-0132

AIR RECEIVERS:—Have they been made under survey..... Yes ✓ State No. of ~~XXXXXXX~~ certificate 6360 and 9088

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..... Yes ✓ Is a drain fitted at the lowest part of each receiver..... Yes ✓

Injection Air Receivers, No..... None ✓ Cubic capacity of each..... --- Internal diameter..... --- thickness..... ---

Seamless, welded or riveted longitudinal joint..... --- Material..... --- Range of tensile strength..... --- Working pressure..... ---

Starting Air Receivers, No..... 2 ✓ Total cubic capacity 2 x 150 lit. Internal diameter..... 384 mm. thickness..... 8 mm.

Seamless, welded or riveted longitudinal joint El.welded Material S.M.Steel Range of tensile strength 48.4-495 kg/mm² Working pressure..... 25.1

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..... --- Receivers..... --- Separate fuel tanks..... ---

Donkey boilers..... --- General pumping arrangements 12.5.1948 Pumping arrangements in machinery space 12.5.1948

Oil fuel burning arrangements..... ---

Have Torsional Vibration characteristics been approved..... Yes ✓ Date of approval 17th February, 1949

SPARE GEAR.

Has the spare gear required by the Rules been supplied..... Yes ✓

State the principal additional spare gear supplied..... ---

The foregoing is a correct description, and the particulars of the installation as fitted are as approved for torsional vibration characteristics.

AKTIEBOLAGET
MARSTRANDS MEK. VERKSTAD

Manufacturer.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 5

Dates of examination of principal parts—Cylinders..... --- Covers..... --- Pistons..... --- Rods..... --- Connecting rods..... ---

Crank shaft..... --- Flywheel shaft..... --- Thrust shaft..... --- Intermediate shafts 23.2.1949 Tube shaft..... ---

Screw shaft 23.2.1949 Propeller 30.5.1949 Stern tube 30.6.1949 Engine seatings 30.5.1949 Engine holding down bolts 30.5.1949

Completion of fitting sea connections 23.2.1949 Completion of pumping arrangements 8.7.1949 Engines tried under working conditions 8.7.1949

Crank shaft, material..... --- Identification mark..... --- Flywheel shaft, material..... --- Identification mark..... ---

Thrust shaft, material..... --- Identification mark..... --- Intermediate shafts, material S.M.Steel Identification marks BG 23.2.49

Tube shaft, material..... --- Identification mark..... --- Screw shaft, material S.M. Steel Identification mark BG 23.2.49

Identification marks on air receivers

No.2732	No.1794
LLOYD'S TEST 50 KG.	LLOYD'S TEST 50 KG.
WP. 25 KGS.	WP. 25 KG.
SW 26.11.48	OS 5.9.47

Welded receivers, state Makers' Name. Avesta Jernverks A-B., Avesta, and Degerfors-Järnverks A-B., Degerfors.

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 3 x 9 litres foam apparatus "Skum Kustos".

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No ✓ 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..... Yes ✓

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 has been fitted on board under my inspection and to my satisfaction and has been tested under full working conditions on a trial trip and found to work satisfactorily. The workmanship is good and the Rule requirements have been complied with. The auxiliary engine as per Stockholm Surveyors' certificate attached Test sheets of the material in the straight shafting attached. A 9.4 tons/hour direct driven bilge pump is fitted. A pump of increased capacity has been delivered and will be fitted at the first opportunity. An "as fitted" plan of the pumping arrangements is attached. A notice board will be fitted at the control station stating that the main engine must not be operated continuously between 210 and 250 revolutions per minute when the torsigraph records taken on the trial trip have been considered.

The machinery of this vessel is eligible, in my opinion, to be classed +LMC 7.49, Tail shaft with Oil gland, subject to the main engine not being operated continuously between 210 and 250 revolutions per minute, and also

The amount of Entry Fee ... £ : to the main engine driven bilge pump being replaced by one of increased size

Special ... Kr.150:00 : When applied for 17/8 1949

Donkey Boiler Fee... £ : When received 19

Travelling Expenses (if any) Kr. 68:80 :

Committee's Minute ERL 30 SEP 1949

Assigned +LMC 7.49 Oil Eng. Subject

O.B.



Lloyd's Register
Foundation