

AIR RECEIVERS:—Have they been made under survey. *Yes* State No. of Report or Certificate *Cert. No. 3515*
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 fitted* 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. *Two* Total cubic capacity. *800 litres* Internal diameter. *650 mm* thickness. *11 mm*
Seamless, lap welded or riveted longitudinal joint. *Riveted* Material. *St. Steel* Range of tensile strength. *41-44 kg/mm²* Working pressure by Rules *-* Actual *25 kg/cm²*
IS A DONKEY BOILER FITTED? *Yes* If so, is a report now forwarded? *Yes*
Is the donkey boiler intended to be used for domestic purposes only. *-*
PLANS. Are approved plans forwarded herewith for Shafting *23, 36, 30, 22, 20, 40, 10* Receivers. *29, 32* Separate Fuel Tanks. *1, 4*
(If not, state date of approval)
Donkey Boilers. *1, 4* General Pumping Arrangements. *31, 41* Pumping Arrangements in Machinery Space. *31, 41*
Oil Fuel Burning Arrangements. *-*

SPARE GEAR.

Has the spare gear required by the Rules been supplied. *Yes. Please, see also enclosed list. The spare gear*
State the principal additional spare gear supplied. *Two propeller blades has been examined.*
The spare gear required for the reversible propeller has also been supplied.

The foregoing is a correct description.

AKTIEBOLAGET ATLAS DIESEL

WALTER WENTZ

A.B. EKENBERGS VARV

Manufacturer.

Dates of Survey while building
During progress of work in shops. *19.35.8, 9.30.20, -40, 26.9.22, 9.12.22, -41, 22.1.42*
During erection on board vessel. *19.28.18, 18.30.30, 8.15.10, 15.42*
Total No. of visits. *36 visits*
Dates of Examination of principal parts—Cylinders. *20.10.41* Covers. *20.10.41* Pistons. *20.10.41* Rods. *-* Connecting rods. *18.9.30, 40*
Crank shaft. *18.40.20, -41* Thrust shaft. *25.40.20, -41* Intermediate shafts. *20.41.25, 1.42* Tube shaft. *-*
Screw shaft. *13.41.13, 42* Propeller. *23.41.22, 42* Stern tube. *28.42* Engine seatings. *12.22.41* Engines holding down bolts. *20.42*
Completion of fitting sea connections. *8.1.42* Completion of pumping arrangements. *20.8.15, 42* Engines tried under working conditions. *9.41, 10.15.42*
Crank shaft, Material. *St. Steel* Identification Mark. *LLOYD'S NO. 8983, K.A. 18.5.40* Thrust shaft, Material. *St. Steel* Identification Mark. *LLOYD'S NO. 8965, K.A. 25.4.40*
Intermediate shafts, Material. *St. Steel* Identification Marks. *LLOYD'S NO. 9169, K.A. 9.6.41*
Tube shaft, Material. *-* Identification Mark. *-* Screw shaft, Material. *St. Steel* Identification Mark. *LLOYD'S NO. 1720, K.A. 1.6.42*
Identification Marks on Air Receivers. *LLOYD'S NO. 6045, G.A. 19.3.42*

Nos. 8219 & 8220
LLOYD'S TEST 50 KG.
W.P. 25 KG.
F.C. 22.9.41

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*
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo. *Tanker* If so, have the requirements of the Rules been complied with. *Yes*
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. *Yes* If so, state name of vessel. *Mr. "CLAN" Item Rpt. No. 5333*

GENERAL REMARKS (State quality of workmanship, opinions as to class, &c.) *This engine has been built under Special Survey and all the requirements of the Rules have been complied with. The shafting as per foregoing reports attached. The workmanship is good and the material fulfils the requirements of the Rules. The dimensions are as specified and in accordance with the Rules and approved plans. The whole machinery has been tested under full working power on trial trip and found to work satisfactorily.*
A reversible propeller of the Hamewa type is fitted. The same has been carefully tested under working conditions and found to work satisfactorily.
*In my opinion, the above machinery is eligible to be classed in the Register Book with the notation of *L.M.C. 9.42, subject to the reversible propeller being examined in dry dock after a period not exceeding twelve months in service.*

The amount of Entry Fee. *Ks. 57.-* When applied for, *19.-*
Special *Ks. 594.-*
Donkey Boiler Fee. *Ks. 80.-* When received, *19.-*
Travelling Expenses (if any) *Ks. 3:50*
Ditto for Donkey Boiler 50:85

COMMITTEE'S MINUTE.

ASSIGNED.

Engineer Surveyor to Lloyd's Register of Shipping.



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