

B.M.

13324.

25 JAN 1942

12th Dec. 41

19th Dec. 41

GOTHENBURG.

21st September 1940

27th November 41

GOTHENBURG

M/s TANKLAND.

GOTHENBURG

ERIKSBERGS M.V. AB.

296

1941

GOTHENBURG.

ERIKSBERGS M.V. AB.

244

1941

GOTHENBURG

ERIKSBERGS M.V. AB.

5621-2

1941

3700

REDERI A.B. MORTORTANK

GOTHENBURG.

644

No

Yes

OPEN SEA SERVICE.

Ber W. Solid injection

49 kg/cm²
6.5 kg/cm²

450 mm

47 1/4
1200 mm

2

Double

6

6

125

TURN

1902 mm

1570 kg

Compression

Heavy oil

360 mm
360 mm

360 mm

216-221 mm
205 mm

360 mm
360 mm

443 mm
443 mm

360 mm
360 mm

450 mm
450 mm

Yes

22 mm
22 mm

22 mm
22 mm

Yes

In or length

4800 mm

3380 mm

4

Brage

No

2120 mm

92

Comp. air

31 mm

Yes

Yes

Forced

deposited

freshwater
saltwater 175 tons/hour

ded to funnel

Yes

None

One piston pump, 20 tons/hour / 1 duplex 190 x 150 x 250 mm / 1 ballast pump, 150 tons/hour
Electrically

No

Cure, 150 tons/hour

Few, 175 tons/hour

Yes

None

Four - 3 1/2"

2-2 1/2" from hold, 1-2 1/2" from forward pump room, 2-4" from main pump room.

1-3 1/2", 1-4", 1-5"

Yes

Yes

Yes

Above

Yes

None

large pipes and heating coils

Yes

Yes

Yes

No funnel

None

Few

One

2

250 x 280 mm

190 mm

Reel. engines

a steam engine

Small, steam driven, per compressor.

about 200 m³/min.

Two, solar blowers

150
150

Two - 3 cylinder, 42 hp oil engines
Not and 1000 lbs. in 1000 lbs.

Yes

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9210-555010-545010

None

150 litres
2 x 8 = 16 m

370 mm
1600 mm

14 mm.
22.5 mm.

Legwelder
Riveler

11-12-1911

 $41-47 \text{ kg/mm}^2$

40 kg/cm²
25 kg/cm²

Yes

No-

№ 31.10.38

No. 7.10.38.

№, 3.2.39.

No. 7.10.38.

№, 13.10.38.

No. 13.10.38

Yes

1 propellershaft, 2 top cylinder liners, 2 bottom cylinder liners,
2 top exhaust piston valve liners, 2 bottom exhaust piston valve liners, 2 pistons, 2 piston rods,
2 piston rod liners, 2 top exhaust piston valves, 2 bottom exhaust piston valves
2 auxiliary engine cylinder liners
A number valves for main- & auxiliary engines.

During progress of work in shops 1940: Sept. 21. Nov. 21. 1941: Jan. 24. 30. Feb. 10. March 14. Apr. 22. May 6. 16. 27. 29. June 20. 25. July 1. 1. 2. 2. 3. 3. 5. 10. 14. 16. 18. 21. 25. 26.
Aug. 1. 5. 7. 9. 11. 13. 16. 19. 21. Sept. 26. Nov. 12. 13. 15. 17. 19. 20. 26.
During erection of new building 1941: Aug. 20. 22. 24. 25. 26. 27. 28. 29. 30. Sept. 2. 3. 4. 2. 9. 11. 12. 13. 15. 16. 19. 22. 23. 24. 30. Oct. 3. 4. 5. 13. 14. 16. 27. 28. 29.
Nov. 1. 3. 5. 11. 13. 18. 21. 22. 24. 25. 26. 27.
Total No. of days 207.

16.8.41.	26.7.2 16.8.41	16.7.41.	14.7.41.	16.41.
25.6.41.	25.6.41.	25.6.41.	19.8.41.	
19.8.41.	14.3.41.	8 th Sept. 1941	9.9.41	
16.8.41.	24.11.41.		27.11.41.	
1M-Steel	LLOYD'S 1641-2 TWP 69.40.	✓	1M-Steel	14688 & 14705 GR 19.8.41.
1M-Steel	LLOYD'S 1643 TWP 69.40.	✓	1M-Steel	14706-7 GR 19.8.41.
✓				
No 678 & 679	No 8042			
LLOYD'S TEST 40 Kg	LLOYD'S TEST 80 Kg			
WP 25 Kg	WP 40 Kg			
SR 20.6.41.	K.R. 16.3.40.			

Yes

Yes

Yes

$\frac{1}{15}$ Vardefjell.

The main & auxiliary engines of this vessel have been built under special survey and all the Rule's requirements have been complied with. The shafting as per forging reports attached. Test sheets of donkey boiler and starting air receiver material are also attached. The workmanship is good and the materials fulfill the requirements of the Rule. The dimensions are as specified and in accordance with the approved plans. Auxiliary machinery as per separate report now sent. The machinery has been tested under working condition on a trial trip and found to work satisfactorily.

The machinery of this vessel is eligible in my opinion to be classed in the Register Book of this Society with notation of * LMC 11.41. Working pressure of donkey boilers 142 lb.

114:00
 2037:00 1946 Dec. 41

P. Aspelin.

START: AIR REC. FEE

Kr 120:00

TUE. 13 JAN 1942

+ LMC 11.41 CH
2 DB 142 lb

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