



AIR RECEIVERS:—Have they been made under survey... **Yes** State No. of Report or Certificate.....  
 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, lap welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure  
 Starting Air Receivers, No. **2** Total cubic capacity... **2 x 11.3 M<sup>3</sup>** Internal diameter... **1800 mm.** thickness... **25 mm.**  
 Seamless, lap welded or riveted longitudinal joint... **Riveted** Material... **S.M. Steel** Range of tensile strength... **44/50** Working pressure  
 by Rules... **25.5 kg/cm<sup>2</sup>**  
 Actual... **25 kg/cm<sup>2</sup>**  
 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... **No**  
 PLANS. Are approved plans forwarded herewith for Shafting... **20.1.1939, 11.12.39** receivers... **30.8.1939** Separate Fuel Tanks...  
 (If not, state date of approval)  
 Donkey Boilers... **30.8.1939** General Pumping Arrangements... **10.5.1940 (Got)** Pumping Arrangements in Machinery Space... **16.5.1940 (Got)**  
 Oil Fuel Burning Arrangements.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied... **Yes**  
 State the principal additional spare gear supplied... **4 fuel valves complete, 2 exhaust valves complete, 4 exhaust valve spindles and seats, 1 yoke for exhaust valve motion, 1 piston rod, A number of piston rings, 1 main bearing complete, 8 fuel pump chests, plungers and liners, 1 propeller shaft and nut.**

The foregoing is a correct description.  
**AKTIEBOLAGET GÖTAVÄRKEN**  
 Manufacturer.

Dates of Survey while building { During progress of work in shops - - } **2nd January 1940 - 4th December 1945.**  
 { During erection on board vessel - - }  
 Total No. of visits... **83** 18; 27, 29, 10; 13, 14, 31/1/41 15/1/41  
 Dates of Examination of principal parts—Cylinders... **31/1/41** Covers... **15/1/41** Pistons... **28, 30/12/40** Rods... **28, 30/12/40** Connecting rods... **26.2.1941**  
 Crank shaft... **24.1.1941** Flywheel shaft... Thrust shaft... **19.6.1941** Intermediate shafts... **22.7.1941** Tube shaft...  
 Screw shaft... **16.7.1941** Propeller... **12.8.1941** Stern tube... **28.4.1941** Engine seatings... **8.1.1941** Engines holding down bolts... **26.10.1942**  
 Completion of fitting sea connections... **17.5.1941** Completion of pumping arrangements... **3.12.1945** Engines tried under working conditions... **3.12.1945**  
 Crank shaft, Material... **S.M. Steel** Identification Mark... **LLOYDS 10588 PK 19.7.40** Flywheel shaft, Material... Identification Mark... **LLOYDS 5191**  
 Thrust shaft, Material... **S.M. Steel** Identification Mark... **HBS 19.6.41** Intermediate shafts, Material... **S.M. Steel** Identification Marks... **LLOYDS 5188**  
 Tube shaft, Material... Identification Mark... Screw shaft, Material... **S.M. Steel** Identification Mark... **HBS 16.7.41**

No. 667 and 668  
 LLOYDS TEST 39 KG.  
 WP 25 KG.  
 HBS 21.3.41

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... 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... **Not desired**  
 Is this machinery duplicate of a previous case... **Yes** If so, state name of vessel... **Buenos Aires (now San José), Götaverken's Yard No-555**

GENERAL REMARKS (State quality of workmanship, opinions as to class, &c... **This machinery has been built under special survey in accordance with the Rules and approved plans, the workmanship and materials are good and test sheets for the shafting and air receiver material are attached. The machinery has been securely fitted in the vessel under my inspection and to my satisfaction and has been tested on a trial trip and found in order. The main crankshaft was made by Skodaworks and tested by the Prague Surveyor in July, 1940, the air receiver material was made by Witkowitz and tested by the Vienna Surveyors in August and October 1939. At these times the certificates of the Surveyors in German-occupied countries were accepted as valid and therefore no check tests were made.**  
**The remaining important forgings and castings are of Swedish manufacture. One main engine cylinder, piston, top- and bottom end bearings, crank pin and journal were examined and the donkey boilers examined internally on the 15th September 1945 and the screwshaft was drawn and examined on the 28th November 1945.**  
**The machinery is eligible in my opinion to be classed +LMC 12.45 with notations of OG and 2 DB 150 B.**

The amount of Entry Fee... **Kr. 114:00** : When applied for, **24/12.1945.**  
 Special Air receiver Donkey Boiler Fee... **Kr. 2367:00** :  
 Travelling Expenses (if any) £ - : - : When received, 19...

**H.B. Lyyjen**  
 Engineer Surveyor to Lloyd's Register of Shipping.

COMMITTEE'S MINUTE... **FRI. 18 JAN 1946**  
 ASSIGNED... **+ LMC 12.45 Oil Eng. O.G. 2 D.B. 150 B.**

