

Rpt. 481

25 NOV 1941 13534

2nd. Det 42

27th Det 42

Göteborg

Feb. 27th 1940

22nd Det 42

Göteborg

M.S. BUENOS AIRES

1106
6702

Göteborg

A/B. Götaaviken

Yard No. 555 When built 1942

do.

do.

Engine No. 1493 When made 1942

do.

do.

Boiler No. 2161 When made 1942

5600

A/S. Onassis

Post belonging to Buenos Aires

992

Is Electric Light fitted ☒ Yes

Tankers

Heavy oil

26 3/4"

59 7/8"

2 or 4 stroke cycle ☒ 2 Single or double acting ☒ S.A.

49 kg/cm²

680 mm.

Length of stroke 1500 mm.

No. of cylinders ☒ 8 No. of cranks ☒ 8

6.5 kg/cm²

974 mm.

Is there a bearing between each crank ☒ Yes

Kind of fuel used ☒ Diesel oil

112

Balance

460 mm.

480/130 mm.

Mid. length breadth 170 mm.

Thickness parallel to axis 300 mm.

480/60 mm.

Crank Webs

Mid. length thickness 300 mm.

Thickness around eye hole 240 mm.

Intermediate shafts, diameter

as per Rule 178 mm.

Thrust Shaft, diameter at collars

as per Rule 197 mm.

as fitted 198 mm.

as fitted 425 mm.

Screw shaft, diameter

as per Rule 188 mm.

Is the shaft fitted with a continuous liner ☒ Yes

as fitted 188 mm.

Is the after end of the liner made watertight in the

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2 ✓ Riveted ✓ S.M. Steel ✓ 1800 mm ✓ 25 mm ✓
2 x 11.3 m³ ✓ 44/50 kg/mm² ✓ 25.0 kg/cm² ✓ 25 kg/cm² ✓
 13.8.39 13.6.39, 11.12.40 30.8.39 Got. 1.10.41 Got. 16.2.42

For the main engine:- 6 fuel valves complete, 3 exhaust valves complete, 4 exhaust valve spindles, 1 piston rod, a number of piston rings, 1 main bearing upper half, 1 main bearing lower half, 8 fuel pump chests, liners & plungers, 1 propeller shaft & nut.
 For the reverse pump:- 1 upper & 1 lower half for the main bearing, top end bearing & bottom end bearing, 1 bottom end bearing bolts & nuts.
 A number of tubes for the fresh water & lubricating oil coolers.

The foregoing is a correct description.

Dates of Survey while building	During progress of work in shops	During erection on board vessel	Total No. of visits	Dates of Examination of principal parts	Cylinders	Thrust shaft	Propeller	Stern tube	Shaft connections	Identification Mark
1943 Feb 17-27	1943 Feb 17-27	1943 Feb 17-27	100	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41
1943 Feb 17-27	1943 Feb 17-27	1943 Feb 17-27	100	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41
1943 Feb 17-27	1943 Feb 17-27	1943 Feb 17-27	100	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41	13.7.41

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 tanks been complied with? Yes
 Is the vessel (not being an oil tanker) fitted for carrying oil in cargo? Not desired
 If the notation for low strengthening is desired, state whether the requirements in this respect have been complied with? Not desired
 Is this machinery duplicate of a previous class? Yes
 M.S. Julius Götaverkens Yard No. 550
 This machinery has been built under special survey in accordance with the Rules and approved plans. The workmanship and materials are good and forging reports in respect of the shafting and test sheets in respect of the material of the air receivers and donkey boilers 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 satisfactory.
 The machinery is eligible, in my opinion, to be cleared + LMC 10.42 with notations of 2DB 150 lb. and 0G.

Starting air receiver
 No. 114
 No. 2367 40
 No. 160
 28th Oct. 42.
 FRI. 4 DEC 1942
 10.42 oil Lf.
 2 DB 150 lb.