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# Lloyd's Register of Shipping.

*Malmö First Entry Report No. 2153.*

Port Copenhagen

27th February, 1942.



**This is to Certify** that

L. Klausen and K. Langkilde Jensen

the undersigned Surveyor to this Society did at the request of Messrs. A/S. Thomas Ths. Sabroe & Co., Aarhus, on the 30th October 1941 and subsequent dates attend their works for the purpose of inspecting and testing during construction the under-mentioned refrigerating machinery designated Machines Nos. 14608 - 14609 - 14610 stated to be intended for the vessel Yard No. 251 being built by Messrs. Kockums mekaniska Verkstads Aktiebolag, Malmö.

The survey comprises:

Three vertical 2 cylinder, double acting CO<sub>2</sub> compressor units,  
Three cylindrical cast iron CO<sub>2</sub> condensers (without copper coils),  
One double CO<sub>2</sub> evaporator,  
One single CO<sub>2</sub> evaporator,  
Two CO<sub>2</sub> liquid sub coolers.

The compressor cylinders, crank shafts and connecting rods have been forged of Siemens Martin Ingot Steel tested and examined as per Society's Rules and found satisfactory,

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

“While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.”

and the various parts of the machinery have been examined and found - so far as could be seen - sound and free from defects.

The compressor cylinders and evaporator coils with steel manifolds have been tested in our presence by hydraulic pressure to 210 Atm. and by air pressure, while submerged in water of 32° C. to 105 Atm. and were found good and tight at those pressures.

The condenser casings were tested by hydraulic pressure to 1.1 Atm. and found good and tight.

For identification the various parts were stamped as under:-

4 crank shafts (1 off spare) }  
6 connecting rods } Lloyd's No. 5547 K 30.10.41.

6 compressor cylinders }  
with 6 compr. scale traps } No. 5547 Lloyd's Test  $\frac{H}{A} \frac{210}{105}$  Atm.  
K 28.11.41.

2 evaporator coils with steel manifolds }  
for the double evaporator:- } Lloyd's Test  $\frac{H}{A} \frac{210}{105}$  Atm.  
K 30.10.41.

1 evaporator coil with steel manifold }  
for the single evaporator:- } Lloyd's Test  $\frac{H}{A} \frac{210}{105}$  Atm.  
K 28.11.41.

3 oil separators:- Lloyd's Test  $\frac{H}{A} \frac{210}{105}$  Atm. K 30.10.41.

3 condenser casings:- Lloyd's Test 1.1 Atm. K 12.12.41.

2 subcoolers:- R  $\frac{H}{A} \frac{210}{105}$  Atm. U 20.2.42.

Fee and Expenses:- Kr. 445.00

*L. Clausen. P. Langkilde Jensen*



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Foundation

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