





**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, welded or riveted longitudinal joint. --- Material. --- Range of tensile strength. --- Working pressure. ---

Starting Air Receivers, No. 2 Total cubic capacity. 2 x 14 M<sup>3</sup> Internal diameter. 1600-1644 mm thickness. 22 - 22.5 mm

Seamless, welded or riveted longitudinal joint. Riveted Material. S.M.Steel Range of tensile strength. 45.3-50.5 Working pressure. 25 kg/mm<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. 23.7.1946 Receivers. 5.12.1947 Separate fuel tanks. ---

Donkey boilers. --- General pumping arrangements. 8.8.1947 Pumping arrangements in machinery space. 16.12.1946

Oil fuel burning arrangements. ---

Have Torsional Vibration characteristics been approved. Yes PROVIDED Date of approval. 23.7.1946

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied. Yes

State the principal additional spare gear supplied. 1 screw shaft, 2 exhaust gas valves, 4 spindles and 1 yoke for the same, 1 fuel oil pump and 9 fuel oil pump chests with liners and plungers.

The foregoing is a correct transcription, and the particulars of the installation as fitted are as approved for torsional vibration characteristics.

**AKTIEBOLAGET GÖTAVERKEN**  
The Manufacturer.

Dates of Survey while building

During progress of work in shops - 28th June, 1947 - 29th November, 1948.

During erection on board vessel - ---

Total No. of visits. 92 28/5, 14/8, 5-6/10 1948 Covers 9-13-24/8.48 Pistons. 2-3/1 1948 Rods. 28/6.1947 Connecting rods. 14/10 1948

Dates of examination of principal parts—Cylinders. 5-6/10 1948 Covers. 9-13-24/8.48 Pistons. 2-3/1 1948 Rods. 28/6.1947 Connecting rods. 14/10 1948

Crank shaft. 14/6 1948 Flywheel shaft. --- Thrust shaft. 14/6 1948 Intermediate shafts. 3/8 & 29/10. 1948 Tube shaft. ---

Screw shaft. 2/7 1948 Propeller. 3/8 1948 Stern tube. 26/5 & 1/7 1948 Engine seatings. 31.7.1948 Engine holding down bolts. 18/10 1948

Completion of fitting sea connections. 10/8 1948 Completion of pumping arrangements. 25/11.48 Engines tried under working conditions. 10/9 1948

Crank shaft, material. S.M.Steel Identification mark. LL.No. 221-22 Flywheel shaft, material. --- Identification mark. LL.No. 7

Thrust shaft, material. S.M.Steel Identification mark. LL.No. 223 Intermediate shafts, material. S.M.Steel Identification marks. OS 3.8.

Tube shaft, material. --- Identification mark. --- Screw shaft, material. S.M.Steel Identification mark. LL.No. 557

Identification marks on air receivers. Nos. 1875-1876 LLOYD'S TEST 39 KGS. WP 25 KGS. SB 9.9.48

Welded receivers, state Makers' Name. ---

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

Description of fire extinguishing apparatus fitted. Steam under boilers and ER floor plates, 5 x 15 litres foam fire extinguisher

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. No If so, state name of vessel. ---

**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 has been securely fitted on board under my supervision and to my satisfaction. The workmanship and materials are good and test sheets in respect of the shafting are attached.

Dished ends, manhole doors and compensating rings for the air receivers are of German manufacture marked LLOYD'S No. 6833 HJ 7.7.44

Brinell tests and chemical analysis have been carried out with satisfactory results. Shell plates and butt straps made of British material, manufactured by Colvilles, Ltd. Certificates are forwarded under separate cover.

All pumps for essential services have been examined and tested as required by the Rules.

(Continued)

**Exhaust Gas Econ.**

The amount of --- Fee ... Kr. 60:00

Special ... Kr. 3940:00 When applied for. 17/12 19 48.

Testing of Pumps ---

When received. --- 19 --

Air Receiver Fee. Kr. 160:00

Testing of Air Receiver Fee. Kr. 120:00

Sunday Fee. Kr. 100:00

Committee's Minute

Assigned. + LMC 11.48 Oil Eng

2 D.B. 150 lb. O.C.

Rpt. 9a.

2 M.

Port of Gothenburg.

Continuation of Report No. 16385 dated the 17th December, 1948, on the

oil engine machinery of the motor tanker "Atlantic Queen", of Kungälv, No. 90599 in the Register Book.

The machinery has been tested under full working power conditions on a trial trip and found in order.

A notice board has been fitted at the control station stating that the engine is not to be run continuously between 30 and 36 revolutions per minute. ✓

The machinery of this vessel is eligible, in my opinion, to be classed +LMC 11.48 with notations of OG and 2 donkey boilers, boiler pressure 150 lbs. per square inch.

**Note:**

At the Builders' request part of the survey was held by the undersigned on Sunday the 28th November, 1948, from 9:00 to 16:00 o'clock.

*Quapling*

*Quapling*  
Engineer Surveyor to Lloyd's Register of Shipping