



**AIR RECEIVERS:**—Have they been made under survey... **Yes** State No. of ~~XXXXXX~~ certificate 9210 - 9211  
 Is each receiver, which can be isolated, fitted with a safety valve as per Rule... **Fusible plug**  
 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.** --- Cubic capacity of each --- Internal diameter --- thickness ---  
 Seamless, welded or riveted longitudinal joint --- Material --- Range of tensile strength --- Working pressure by Rules ---  
**Starting Air Receivers, No.** 2 Total cubic capacity 2 x 400 lit Internal diameter 480 mm. thickness 11 mm. Actual ---  
 Seamless, welded or riveted longitudinal joint E.W. Material S.M. Steel Range of tensile strength 41.0-47.0 Working pressure appd. 25 kg/cm<sup>2</sup> Actual 25 kg/cm<sup>2</sup>

**IS A DONKEY BOILER FITTED** --- If so, is a report now forwarded ---  
 Is the donkey boiler intended to be used for domestic purposes only ---  
**PLANS.** Are approved plans forwarded herewith for shafting 22.12.1948 Receivers 22.12.1948 Separate fuel tanks ---  
 (If not, state date of approval)  
 Donkey boilers --- General pumping arrangements --- Pumping arrangements in machinery space ---  
 Oil fuel burning arrangements ---  
 Have Torsional Vibration characteristics been approved **Yes** Date of approval 4. 22.12.1948. for 325 rpm with lower speed range 7 120-145 rpm

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied **Yes. To be checked on board.**  
 State the principal additional spare gear supplied

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

**NYDQVIST & HOLM AB**

Manufacturer.

Dates of Survey while building  
 During progress of work in shops - - 24th February - 23rd October, 1948.  
 During erection on board vessel - - - - -  
 Total No. of visits 7  
 Dates of examination of principal parts—Cylinders 22.6.1948 Covers 22.6.1948 Pistons 16.9.1948 Rods --- Connecting rods 16.8.1948  
 Crank shaft 16.8.1948 Flywheel shaft --- Thrust shaft 25.8.1948 Intermediate shafts --- Tube shaft ---  
 Screw shaft 16.8.1948 Propeller 16.8.1948 Stern tube 16.8.1948 Engine seatings --- Engine holding down bolts ---  
 Completion of fitting sea connections --- Completion of pumping arrangements --- Engines tried under working conditions 1.10.1948.  
 Crank shaft, material **Elect. steel** Identification mark **LLOYDS No. 338 SJ 24.2.48** Flywheel shaft, material, --- Identification mark ---  
 Thrust shaft, material **Elect. steel** Identification mark **LLOYDS No. 688 OS 25.8.48** Intermediate shafts, material --- Identification mark ---  
 Tube shaft, material --- Identification mark --- Screw shaft, material **Electro Steel** Identification mark **LLOYDS No. 580 OS 16.8.48**  
 Identification marks on air receivers **Nos. 1767 - 1768 LLOYDS TEST 41 KGS. WP 25 KGS. OS 1.10.48**

Welded receivers, state Makers' Name **Nydqvist & Holm A-B., Trollhättan.**  
 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 ---  
 Description of fire extinguishing apparatus fitted ---  
 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 ---  
 Is this machinery duplicate of a previous case **Yes** If so, state name of vessel **M.S. "DAGNY", Gothenburg F.E.Rpt. 15755.**

**General Remarks** (State quality of workmanship, opinions as to class, &c.)  
 This main engine has been built under special survey in accordance with the Rules and approved plans. The workmanship and materials used are good and test sheets in respect of the shafting and the air receivers are attached. A notice board has been fitted at the control station stating that the engine is not to be run continuously between 120 and 145 revolutions per minute.  
 The engine has been examined under full working power conditions in the shop and found in order and will be eligible, in my opinion, to be classed +LMC with date when it has been securely fitted on board the vessel to the Surveyor's satisfaction.

The amount of Entry Fee ... £ -- : -- :  
 Special ... **kr. 520:00** : When applied for 28th March 19 49.  
 Donkey Boiler Fee... £ -- : -- :  
 Travelling Expenses (if any) **kr. 55:75** : When received --- 19 ---

*Overseeing*  
 Engineer Surveyor to Lloyd's Register of Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.

Committee's Minute **FRI 29 APR 1949**  
 Assigned *Sve F.E. suchy opt.*