

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "SOYA II" REPORT Mmo. No. 2340

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engines 2 S.C.D.A.
8 Cy. 23 5/8" - 43 5/16"
M.N. = 1556

If Boilers fitted with forced draught

Tail Shaft. If fitted with a continuous liner Yes
If fitted with an outside gland of approved type No

The main engine crankshaft was made in Pilsen and tested by Norske Veritas in 4.44. The piston rods made in Witkowitz and tested by Germanischer Lloyd in 12.43. Material for starting air receivers tested by "Schiffbanstahling" in 4.44 and material for boilers made in Witkowitz and tested by "Schiffbanstahling." The foregoing material has been satisfactorily tested by the Swedish Surveyors.

CHECK

All remaining forgings are of Swedish make.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

LMC 4.46

2 D.B. 171 lb.

Subject to gas tight fittings in 'tween deck being replaced by flame proof fittings before end of 12.46 and to stern tube bearing ("ISOLIT") being examined after one year's service.



Lloyd's Register Foundation

23.5.46

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