

11- JUL 1949

Received at London Office. 11-501 1949

be of writing Report 28<sup>th</sup> June 1949. When handed in at Local Office 30<sup>th</sup> June 1949. Port of Malmö.

No. in Survey held at Malmö Date, First Survey 18<sup>th</sup> Febr. Last Survey 22<sup>nd</sup> June 1949.

ing. Book mspl. Number of Visits 28.

463 on the Single M/T "SOYA-MARIA" Tons { Gross 10.614  
Triple } Screw vessel. Net 6.214  
Quadruple }

uilt at Malmö By whom built Hockmors Mek. V. A. B. Yard No. 305 When built 1949.

wners Rudolf A. B. Soya Port belonging to Stockholm.

Engines made at Malmö By whom made Hockmors Mek. V. A. B. Contract No. ✓ When made 1949.

enerators made at Västervik By whom made Aspa Contract No. ✓ When made 1949.

o. of Sets 2 Engine Brake Horse Power 180 Nom. Horse Power as per Rule 45 Total Capacity of Generators 2 x 120 Kilowatts.

IL ENGINES, &c.—Type of Engines M.P.N. G3 V42 2 or 4 stroke cycle 4 Single or double acting Single  
 Maximum pressure in cylinders 50 kg/cm<sup>2</sup> Diameter of cylinders 275 mm Length of stroke 420 mm No. of cylinders 3 No. of cranks 3  
 M.I.P. 6.8 kg/cm<sup>2</sup> Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 325 mm Is there a bearing between each crank Yes  
 revolutions per minute 350 Flywheel dia. 1650 mm Weight 2360 kgs Means of ignition Diesel Kind of fuel used Heavy oil  
 Crank Shaft, dia. of journals as per rule 170 mm Mid. length breadth 280 mm Thickness parallel to axis ✓  
 as fitted 170 mm Crank pin dia. 170 mm Crank Webs shrunk Mid. length thickness 85 mm Thickness round eye hole ✓  
 Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thickness of cylinder liners 22.5 mm  
 as fitted ✓ Yes Means of lubrication Forced  
 Is there a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Lagged  
 Cooling Water Pumps, No. 1-35 m<sup>3</sup>/H. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
 Lubricating Oil Pumps, No. and size 1-2 m<sup>3</sup>/H to each engine.

Air Compressors, No. ☒ No. of stages ☒ Diameters ☒ Stroke ☒ Driven by ☒

scavenging Air Pumps, No. ☒ Diameter ☒ Stroke ☒ Driven by ☒

AIR RECEIVERS:—Have they been made under Survey ☒ State No. of Report or Certificate 176 & 177.

Is each receiver, which can be isolated, fitted with a safety valve as per Rule ☒

Can the internal surfaces of the receivers be examined ☒ What means are provided for cleaning their inner surfaces. Manhole.

Is there a drain arrangement fitted at the lowest part of each receiver ☒

High Pressure Air Receivers, No. ☒ Cubic capacity of each ☒ Internal diameter ☒ thickness ☒

Seamless, lap welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒ Working pressure by Rules ☒

Starting Air Receivers, No. 2 (main) Total cubic capacity 12 m<sup>3</sup> Internal diameter 1450 mm thickness 25 mm.

Seamless, lap welded or riveted longitudinal joint Riveted Material I.M. Steel Range of tensile strength 44.6-47.9 kg/mm<sup>2</sup> Working pressure by Rules 31.8 kg/cm<sup>2</sup>

ELECTRIC GENERATORS:—Type Open  
Pressure of supply 230 volts. Full Load Current 522 Amperes. Direct or Alternating Current Direct.  
If alternating current system, state the periodicity ✓ Has the Automatic Governor been tested and found as per Rule when full load is suddenly thrown on and off Yes Generators, are they compounded as per Rule Yes is an adjustable regulating resistance fitted in series with each shunt field Yes  
Are all terminals accessible, clearly marked, and furnished with sockets Yes Are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched Yes Are the lubricating arrangements of the generators as per Rule Yes  
If the generators are under 100 kw. full load rating, have the makers supplied certificates of test ✓ and do the results comply with the requirements ✓  
If the generators are 100 kw. or over have they been built and tested under survey Yes

PLANS.—Are approved plans forwarded herewith for Shafting.....9.1.1947.....Receivers.....18.5.1946.....Separate Tanks.....  
(If not, state date of approval)  
SPARE GEAR As per Rule complied. ✓

Additional spare gear: - 1 cylinder cover. 1 cylinder liner.  
2 pistons with gudgeon pins.

T.V.C. approved 20/6/49 for 375 r.p.m.

The foregoing is a correct description,

KOCKUMS  
MEKANISKA VERKSTÄDS AKTIEKLASS

*Manufacturer.*

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Lloyd's Register  
Foundation

004426-004431-0015

Dates of Survey while building { During progress of work in shops - - From 18<sup>th</sup> Febr. to 2<sup>nd</sup> April, 1949.  
During erection on board vessel - - " 13<sup>th</sup> May " 22<sup>nd</sup> June, 1949.  
Total No. of visits 28.

Dates of Examination of principal parts—Cylinders 10.3 & 15.3.49 Covers 24.3.49 Pistons 24.3.49 Piston rods ✓

Connecting rods 26.8.48 Crank and Flywheel shafts 15.9 & 14.10.48 Intermediate shafts ✓

Crank shaft { Material S. M. steel Tensile strength 56 - 59.9 kg. mm<sup>-2</sup>.  
Elongation 20 - 23.3% Identification Marks LLOYD'S No. 1388 L.M. 1388 L.M.  
14.10.48 15.9.48.

Flywheel shaft, Material ✓ Identification Marks ✓

Is this machinery duplicate of a previous case No Identification Marks ✓

Identification marks on Air Receivers Nos. 176 & 177. Lloyd's Test 44 kg. cm<sup>2</sup>. W.P. 30 kg. cm<sup>2</sup>. A.B. 31.3.49.

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.) Please see report of main engine

The amount of Fee ... £ 320.-

When applied for 30<sup>th</sup> June, 1949.

Travelling Expenses (if any) £ :

When received 19.

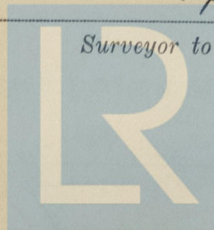
Committee's Minute

FRI. 22 JUL 1949

Assigned

See F.E. mch. rpt.

A. Barring  
Surveyor to Lloyd's Register of Shipping.



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