

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 APR 1928

Date of writing Report 2nd April 1928 When handed in at Local Office 19 Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 30th May 1927 Last Survey 24th March 1928
 Reg. Book. on the STEEL SINGLE SCREW STEAMER "SHOYO MARU" (Number of Visits 57)

Built at YOKOHAMA By whom built YOKOHAMA Dock Co Yard No. 159 Tons { Gross 7499
 Net 4509
 When built 1928

Engines made at YOKOHAMA By whom made YOKOHAMA Dock Co Engine No. 159 when made 1928

Boilers made at YOKOHAMA By whom made YOKOHAMA Dock Co Boiler No. 159 when made 1928

Registered Horse Power 582.4 Owners NIPPON TANKER KABUSHIKI KAISHA Port belonging to YOKOHAMA

Nom. Horse Power as per Rule 582.4 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

ENGINES, &c.—Description of Engines TRIPLE EXPANSION.

Dia. of Cylinders 27.45" 75" Length of Stroke 54" Revs. per minute 80.5 No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 15" Dia. of Crank pin 15 3/4" Crank webs Mid. length breadth 24 1/2" Thickness parallel to axis 10 1/8"
as fitted 15 1/4" intermediate Mid. length thickness 10 1/8" If shrunk Thickness around eye-hole 6 7/8"

Diameter of Thrust shaft under collars as per rule 15" Diameter of Tunnel shaft as per rule 16" Diameter of Screw shaft as per rule 15.8" Is the Screw shaft
as fitted 15 1/4" as fitted 15 1/4" as fitted 14 7/8"

fitted with a continuous liner the whole length of the stern tube YES Is the after end of the liner made watertight in the propeller boss YES

If the liner is in more than one length are the joints burned ✓ If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓

If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No

Pitch of Propeller 18'6" No. of Blades 4 Length of Stern Bush 11'3 1/4" Diameter of Propeller 19'0"

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 5" Stroke 27" Can one be overhauled while the other is at work YES

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 5" Stroke 27" Can one be overhauled while the other is at work YES

Total number and size of power driven Feed and Bilge Auxiliary Pumps 2, 10 1/2" x 8" x 21" 1, 4" x 5" x 8"

No. and size of Pumps connected to the Main Bilge Line 2, One 7" x 4" x 8", One 4" x 5" x 8"

No. and size of Ballast Pumps ✓ No. and size of Lubricating Oil Pumps, including Spare Pump ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 in each 3" and in Holds, &c. ✓

No. and size of Main Water Circulating Pump Bilge Suctions One 10" No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges One 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ✓

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

Are all connections with the sea direct on the skin of the ship YES Are they Valves or Cocks YES

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES Are the Discharge Pipes above or below the deep water line YES

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel YES Are the Blow Off Cocks fitted with a spigot and brass covering plate YES

What Pipes are carried through the bunkers ✓ How are they protected ✓

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another YES

Is the Screw Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record ✓) Total Heating Surface of Boilers 8295 sq. ft.

Is Forced Draft fitted YES No. and Description of Boilers 3, Single Ended Working Pressure 200 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting 20-5-27 Main Boilers 6-6-27 Auxiliary Boilers ✓ Donkey Boilers ✓

(If not state date of approval)

General Pumping Arrangements ✓ Oil Fuel Burning Piping Arrangements 22-10-27

SPARE GEAR. State the articles supplied:— One air pump rod & nut One set air pump valves, studs and nuts. One

set bilge pump valves, seats and guards. One third total number of condenser tubes and ferrules. One pair

rank pin braces with bolts and nuts. Two pair crosshead braces with bolts and nuts. Six main engine

coupling bolts and nuts. Two eccentric rods. Three slide valve spindles. One set piston rings for all cylinders.

One set main feed pump valves, seats & guards. Nine piston junk ring bolts & nuts. One set packing rings

or piston valves. Three cylinder escape valve springs. One main bearing brass, two bolts and nuts. One

centrifugal pump impeller, shaft and set of piston packing rings. One set piston packing rings, bucket

bucket rings, suction and delivery valves and seats and springs for general service pump and for independent

feed pump.

The foregoing is a correct description,

J. Tsuchiya

Manufacturer.



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Lloyd's Register
Foundation

007257-007265-0048

1927: 30th May, June 20th, July 8th, 11th, 12th, 26th, Aug 2nd, 8th, 10th, 15th, 22nd, 25th, 27th, 29th, Sept 1st, 5th, 14th, 26th, 28th.
During progress of work in shops - -
Oct 3rd, 11th, 12th, 20th, 24th, 28th, Nov 1st, 4th, 10th, 11th, 14th, 19th, 24th, 28th, Dec 1st, 8th, 13th, 16th, 19th, 28th, Jan 10th, 11th, 14th, 16th, 17th.
During erection on board vessel - -
Dec 8th, 13th, 16th, Jan 10th, 14th, 17th, 30th, Feb 10th, 18th, 25th, 29th, March 6th, 12th, 19th, 24th.
Dates of Survey while building
Total No. of visits 54

Dates of Examination of principal parts - Cylinders Sept 26th & 28th
Covers 24th Oct
Connecting rods Aug 10th & 22nd
Intermediate shafts Sept 5th Jan 11th
Stern tube Aug 25th & 27th
Completion of pumping arrangements
Completion of fitting sea connections Jan 24th
Main boiler safety valves adjusted March 22nd
Material of Crank shafts Steel
Material of Thrust shaft Steel
Material of Intermediate shafts Steel
Material of Screw shafts Steel
Material of Steam Pipes Steel
Test pressure 600lb
Is an installation fitted for burning oil fuel Yes
Have the requirements of the Rules for carrying and burning oil fuel been complied with Yes
Is this machinery duplicate of a previous case No
General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed in accordance with the Rules. The materials and workmanship have been found good and the machinery is eligible in my opinion, to be classed in the Register Book with the record of + L.M.C. 3.28.
Identification Mark on Do. LLOYD'S 25.2.28 ROB R
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Identification Marks on Do. LLOYD'S 14.1.28 ROB R
Identification Marks on Do. LLOYD'S 14.1.28 ROB R
Date of Test 29th February
Is the flash point of the oil to be used over 150°F. Yes
Thickens of adjusting washers 7/8"

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 3.28 C.F.D.

Fitted for oil fuel 3.28 H.P. above 150°F

25.7.
15/28
P.

The amount of Entry Fee ... Yen 65⁰⁰ :
Special ... Yen 16 25⁰⁰ :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) Yen 40⁰⁰ :
When applied for, 26-3-1928
When received, 2-4-1928

Committee's Minute FRI. 4 MAY 1928
Assigned + L.M.C. 3.28 C.F.D.
Fitted for Oil Fuel, 3.28, H.P. above 150°F

R. O. Batchelor per J. B. Smith
Engineer Surveyor to Lloyd's Register of Shipping.