

REPORT ON OIL ENGINE MACHINERY.

No. 4640

18 FEB 1931

Received at London Office

Survey Report 27th Jan 1931 When handed in at Local Office 28th Jan 1931 Port of **YOKOHAMA**
Survey held at **Surumi**, **YOKOHAMA** Date, First Survey 16th July 1930 Last Survey 23rd Jan 1931
Number of Visits 31

on the **SOYO MARU** Single Screw vessel
Tons Gross 6081.46 Net 3680.66
made at **Yokohama** By whom built **Asano S. B. Co., Ltd** Yard No. 270 When built 1930-31
Boilers made at **Kobe** By whom made **Kobe Steel Works.** Engine No. 104 When made 1930
Boilers made at **Surumi** By whom made **Asano S. B. Co., Ltd** Boiler No. 270 When made 1930-31
Owners **Soyo Kisen Kabushiki Kaisha** Port belonging to **Yokohama**
Is Refrigerating Machinery fitted for cargo purposes **no** Is Electric Light fitted **yes**

which vessel is intended **Ocean going**
Type of Engines **Sulzer 2 sc. SA.** 2 or 4 stroke cycle **2** Single or double acting **SA**
Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Is there a bearing between each crank
Kind of fuel used
Means of ignition
Kind of fuel used
Kind of fuel used
Kind of fuel used

Shaft, diameter Intermediate Shafts, diameter Thrust Shaft, diameter at collars
Screw Shaft, diameter
Is the tube shaft fitted with a continuous liner
Is the after end of the liner made watertight in the
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
Is an approved Oil Gland or other appliance fitted at the after end of the tube
Length of Bearing in Stern Bush next to and supporting propeller **5'-6 1/4"**

of reversing Engines
Is a governor or other arrangement fitted to prevent racing of the engine when declutched
Means of lubrication
Are the exhaust pipes and silencers water cooled or lagged with
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
Water Pumps, No. **3** Is the sea suction provided with an efficient strainer which can be cleared within the vessel **yes**
Main Engines, No. **2** Diameter **1-200 T/hrs.** Stroke **1-100 T/hr.** Can one be overhauled while the other is at work **yes**
Main Bilge Line No. and Size **1-200 T/hrs.** How driven **Electric motor**
Lubricating Oil Pumps, including Spare Pump, No. and size **2-25 T/hr.**

Oil Cooler **yes** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
In Machinery Spaces **4-3 1/2", 1-8", Cofferdam suction 1-3 1/2", 1-2 1/2", Lummell 1-2 1/2" In Pump Room**
Direct Suctions to the Engine Room Bilges, No. and size **One - 5 inch dia.**
Are the Bilge Suctions in the Machinery Spaces
Are they fitted with Valves or Cocks **Both**
Are the Overboard Discharges above or below the deep water line **Above**
Are the Blow Off Cocks fitted with a spigot and brass covering plate **yes**
How are they protected
Have they been tested as per Rule

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule **yes**
Is a drain fitted at the lowest part of each receiver **yes**
Pressure Air Receivers, No. **11** (one at main engine + 10 at other parts) Internal diameter **9"** Working pressure **2020**
Material **steel** Range of tensile strength **28-32 Tons** Working pressure **32 atm.**

4720-295562-0224



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 *yes*

PLANS. Are approved plans forwarded herewith for Shafting *23/4/30, 10/6/30 (Kobe)* Receivers *25-6-30 Kobe* Separate Tanks *14-9-20/11*
(If not, state date of approval)

Donkey Boilers *18-6-30 (Kobe)* General Pumping Arrangements *25/7, 15/9/30 (Kobe)* Oil Fuel Burning Arrangements *15/9/30 (Kobe)*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *spare gear checked on board by Kobe List.*

The foregoing is a correct description,

Yoshio Kamioka Manufacturer.

Dates of Survey while building { During progress of work in shops - - } *16/7, 14/8, 22/8, 28/8, 3/9, 10/9, 22/9, 23/9, 18/11, 27/11, 17/12/30.*
{ During erection on board vessel - - } *23/9, 29/9, 3/10, 4/10, 24/10, 28/10, 5/11, 17/11, 18/11, 21/11, 27/11, 5/12, 17/12, 22/12, 24/12/30, 7/1, 13/1*
Total No. of visits *31.*

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft *22, 29/9/30* Propeller *10, 22, 29/9, 3/10, 3/12/30* Stern tube *22/9, 28/9, 29/9, 3/10, 3/12/30* Engine seatings *23, 29/9, 16, 24/10/30* Engines holding down bolts *5/11, 17/11*

Completion of fitting sea connections *3-10-30* Completion of pumping arrangements *24-12-30* Engines tried under working conditions *7-1-31*

Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

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*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *yes* If so, have the requirements of the Rules been complied with *yes*

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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery and auxiliaries of this vessel have been fitted on board under special survey. Materials & workmanship good. On completion of fitting out all tried under full working conditions with satisfactory results.*

The machinery of this vessel is eligible in my opinion to have the record of 1-31, in the Register Book.

Certificate (if required) to be sent to the Surveyors are requested to write on or below the space for Committee's Minute.

The amount of Entry Fee *YEN 12 100* When applied for, *23-1-1931*
Special *1/5* ... *YEN 2384 100*
Donkey Boiler Fee *YEN 63 100* When received, *30-4-1931*
Travelling Expenses (if any) *47 100*

Committee's Minute

Assigned

FRI. 27 FEB. 1931
+ Lmt. 1, 31 Oil Sup. DB-100

J. Mielow
Engineer Surveyor to Lloyd's Register of Shipping

TUE. 10 NOV 1931
TUE. 17 NOV 1931
TUE. 6 SEP 1932
TUE. 1 MAR 1932
FRI. 16 SEP 1932
TUE. 25 APR 1933
FRI. 28 JUL 1933

CERTIFICATE WRITTEN: