

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

16 JUL 1941

of writing Report 6/5/1941. When handed in at Local Office 14th May 1941. Port of Kobe.
 Survey held at Tama. Date, First Survey 14/4/41 Last Survey 5/5/1941. (No. of Visits Four.)
 on the Machinery of the ~~Block Iron or Steel~~ M.S. "SOYO MARU".
 Gross 6081 Vessel built at Tsurumi. By whom Asano S.B. Co. Ltd. When 1931 lmo.
 Net 3681 Engines made at Kobe. By whom Kobe Steel Works, Ltd. When 1931.
 Power 747 NHP Boilers, when made (Main) -- (Donkey) 1931.
 Main Boilers -- Owners Toyo Kisen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book.)
 Donkey Boilers 1 Managers Port Yokohama. Voyage
 Pressure Boilers -- If Surveyed Afloat or in Dry Dock Both Tama Dock.
 Key Boilers 100 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port
 Particulars of Examination and Repairs (if any) PART LMC(CS), DBS & TS.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he declined his services for this purpose, and why they were declined --

Has a damage report made by anyone else? If so, by whom? --

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? --

Do Donkey Boilers, " " " " " " Yes.

Were any parts not done, state for what reasons? --

Were any parts of the Boilers could not be thus thoroughly examined? --

Were any special means, in the absence of internal examination, were adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler? --

What was the latest date of internal examination of each boiler? April, 1941.

What was the present condition of funnel(s)? Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? Yes.

Has the screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the screw shaft now been changed? No If so, state reasons --

Has the screw shaft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

What was the latest date of examination of Screw Shaft? May, 1941. State the distance between lignum vitae or ~~wood~~ of stern bush and top of after bearing of screw shaft. 1/8".

Were any gine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, See below.

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Is the survey complete, state what arrangements have been made for its completion and what remains to be done? Not complete.

NOTE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shellings examined and found or now placed in good condition.

Tail Shaft with continuous liner examined and found in good condition.

Main and Auxiliary Engines opened up as follows, examined and found or now placed in condition.

Main Engine:-

Nos. 2, 5 & 6 cylinders, pistons, valves, gears and covers.

Nos. 2 & 5 connecting rods and top and bottom ends.

Nos. 2, 3, 5 & 6 crankshaft journals.

Intermediate shafts. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and donkey boilers of this vessel clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The vessel, so far as now seen, are in good condition and eligible, in my opinion, to be continued as

classified, **L.M.C. (L.S.) 4, 40** with fresh under date **5, 41**, **D.B.S. 5, 41** and Tail Shaft (CL) 5, 41.

Fee (per Section 29) Yen 175:00 Fees applied for 6/5/1941

Damage or Repair Fee (if any) (per Section 29.)

Expenses (if chargeable) (See Hull Report).

Received by me, 19

Committee's Minute TUE, 29 JUL 1941

Signed *DBS 5/41*
CS 5/41
SS 41

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007553-007562-0258 1/2

Insert Character of Ship and Machinery precisely as in the Register Book

ON ENGINE CONTINUOUS SURVEYS

16 JUL 1941

Rpt. 9a.

(2) (MACHINERY)

Port of Kobe.

Continuation of Report No. 11800 dated

6/5/41

on the

"SOYO MARU"

Main Engine:- (Cont.)

Main Compressor:- All parts, except bearing.

Aft Dynamo Engine - all parts.

Aft compressor.

Nos. 5 & 6 H.P. air bottles - internally.

Outboard Piston cooling pump.

Outboard Jacket cooling pump.

Outboard Lubricating oil pump.

Outboard feed pump.

Ballast pump.

Lubricating oil shift pump.

The Donkey Boiler was examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

The oil fuel installation for donkey boiler examined under working condition and found in order.

REPAIRS DUE TO WEAR AND TEAR:-

No. 3 dynamo engine crank shaft lifted up, all brasses remetalled and religned.

Other minor repairs and adjustments carried out.

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0258 2/2

As advanced.

D.B. held

It is submitted that
this vessel is eligible for
THE RECORD.

11/25/41

It is submitted that

5741

According to the surveyor's letter
15/11/37 there are 11 main & aux.
inspection air receivers in the ship
but according to the reports
some of these have not
yet been examined.
The surveyor should
look into this and
make the necessary
arrangements.

No surveyor should also state whether the
emergency dynamo (7KW) and the small compressor
are both driven by the same hot bulb engine or by
separate hot bulb engines.

23/7/41
(104)



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