

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 Island~~ 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

Boilers -- If Surveyed Afloat or in Dry Dock Both Tama Dock.

Boilers 100 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Part LMC(CS), DBS & TS.

Particulars of Examination and Repairs (if any) 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 of 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 has his services for this purpose, and why they were declined --

Damage report made by anyone else? If so, by whom? --

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

" Donkey " " " Yes.

Is not done, state for what reasons? --

Parts of the Boilers could not be thus thoroughly examined? --

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

Date of internal examination of each boiler. April, 1941.

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

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

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

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

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

Is 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

Is shaft now been changed? No If so, state reasons --

Is 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? --

Date of examination of Screw Shaft May, 1941. State the distance between lignum vitae or ~~wooden~~ of stern bush and top of after bearing of screw shaft. 1/8".

Is electric light and power fitted? Yes.

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

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

Survey is not 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, so far as now seen, are in good condition and eligible, in my opinion, to be continued as used, ***L.M.C. (CS) 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.) (See Hull Report).

Expenses (if chargeable) -- --

Received by me, 19

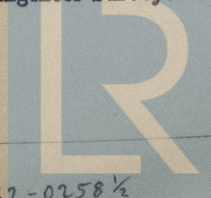
Committee's Minute TUE. 29 JUL 1941

Signed DBS 15/41

CS 5/41

5541

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 SURVEY

Is a Certificate required? If so, to be sent to

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.

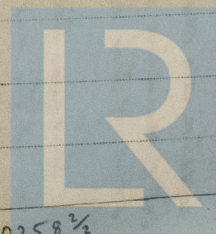
The oil fuel installation for donkey boiler examined under working condition and found in order.

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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Foundation

0258 2/2

It advanced.

S.S. held

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

NR 541 S 541

It is submitted that

CORD 541

According to the report of the
15/1/37 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.

The Surveyor should also state whether the
Surveyor's dynamo (7KW) and the small compressor
are both driven by the same hot bulb engine or by
separate hot bulb engines. *Yes*

23/7/41
Boyl



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