

Rpt. 9

Date of writing report 17-4-1959.

Received London

28 APR 1959

Port SHIMONOSEKI.

No. 942.

Survey held at Shimonoseki, Japan

No. of visits 6

First date 9-3-1959

Last date 26th Mar., 1959.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 79219 S.S. "SHINWA MARU" Gross tons 4882 Date of build 7-1924
Owners Kotani Kisen K.K. Managers Port of Registry Osaka
Engines made Greenock By Rankin & Blackmore Ltd. Type T 3Cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 180 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey BS, TS (CL) & Condition of class
Was Damage Report issued? - Int. Cert.? Yes (C-7321) copy attached.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1 (Dr) 10/56	LMC
SS Kdo (Dr) 10/56	Engines 10/56
Docking 10/57	Boilers M 11/57
	Tailsheft CL 12/55
	Steampipes 10/56

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes 1.4 mm Oil Glands - Sea Connections good
Fastenings good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 9-3-1959 Has Shaft been changed? No
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides Side Centre
- 4 Crankpins & Bearings Side Centre
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship so far as now seen, is in good condition and eligible in my opinion to remain as now classed with record of MBS 3/59 and TS (CL) 3/59 in the Register Book.

Date of Committee MONDAY 11 MAY 1959
Decision As shown without special
TS 3.59 MBS 3.59

40m, 457. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

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A. Imaizumi
Engineer Surveyor to Lloyd's Register of Shipping
A. Imaizumi
Foundation

005318 - 005320 - 0015 1/2

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

good

45 Windlass

good

46 Fire Extinguishing Arrangements

good

AUXILIARY ENGINES (Identify by position)

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Centre Boiler 13-3-1959, good

Fort & Starb'd Boiler 14-3-1959, good

Superheaters None

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to Sat. 180 psi

Safety Valves Adjusted to Sp. 180 psi

Boiler Securing Arrangements good

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? good

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Wear & Tear Repairs:

Centre Boiler: Back end plate grooving crack found at bottom flange. Now crack cut-out & welded inside & outside and flushed afterwards boiler examined under steam and found satisfactory. One stay tube and one small stay renewed in centre furnace.

Port Boiler: 2 small stays in centre cc renewed. Port furnace pitted at fire bar line, now welded & found good.

Starboard Boiler: 8 small stays renewed; 4 in centre & 4 in starb'd combustion chamber.

Steam steering engine: Worm on crank shaft worn, renewed.

Piston rods skimmed & neck & gland bushes renewed.

Aux. overboard discharge valve lid & seat renewed.

Condition of Class:

Propeller to be renewed & Tailshaft to be specially examined and dealt with as found necessary.

Now done: Propeller renewed at this time.

Four bladed solid bronze propeller manufactured by the Gogyo

Continuation Sheet 2

Survey fees B.S. ¥30,000

T.S.(CL) 6,000

Condition of Class 10,000

W. & T. Repairs 5,000

Damage fee

Expenses... 2,000

Date when A/c rendered 23 APR 1959

LOCALLY

t.9.

rt of Shimonoseki.

Continuation of Report No. 942 dated 17-4-59

on the "SHINWA MARU"

Propeller Mfg., Co., Ltd., Osaka. Kob. Cert. NO. Iro. 55837

Identification Mark:

NO. 5633

Lloyd's Kob

Dia. 4800mm Pitch 5700mm

Dev. Area 8.138 M²

Weight 5850 kg

KK

LR

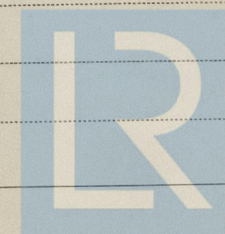
13-3-58

Propeller fitting to shaft found satisfactory.

Tailshaft drawn and checked true and found good.

Lignumvitae strips completely renewed.

a. Imai Zumi



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