

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. Name M.V. Managers - Port of Registry Osaka
 Engines made Greenock By Rankin & Blackmore Ltd. Type T 3Cy

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

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)

Hull	Machinery
100A1 (Dr) 10/56	LMC
SS Kdo (Dr) 10/56	Engines 10/56
Docking 10/57	Boilers M 11/57
	Tailshaft 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

SCAVENGE BLOWERS
 16 SUPERCHARGERS
 MAIN TURBINES
 18 Casings, Rotors, Blading, Bearings & Thrusts

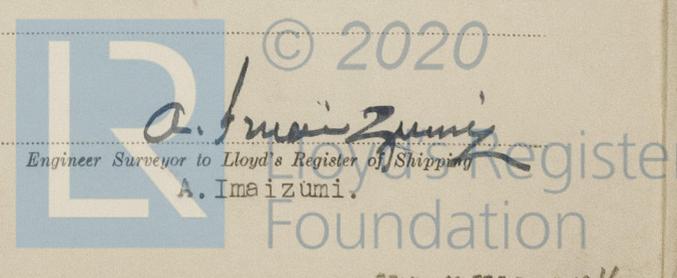
EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 20 STEAM COMPRESSORS
 21 CLUTCHES & HYDRAULIC COUPLINGS
 22 REDUCTION GEARING
 23 THRUST BLOCKS, SHAFTS & BEARINGS
 24 INTERMEDIATE SHAFTS & BEARINGS
 25 HOLDING DOWN BOLTS & CHOCKS
 26 CONDENSERS (MAIN & AUX.)
 27 STEAM RE-HEATERS
 28 DE-SUPERHEATERS
 29 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 now without special
 T 33.59 MBS 3.59

Noted for Header



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

Port of Shimonoseki.

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

Identification Mark:

NO. 5633

Lloyd's Kob

Dia. 4800^{mm} Pitch 5700^{mm}

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

- 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
- 40 Auxiliary
- 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		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators		1 Generators & Governors	
b Exciters		m Motors	
c Air Coolers		n Switchboards & Fittings	
d Motors		o Circuit Breakers	
e Air Coolers		p Cables	
f Control Gear, Cables, etc.		q Insulation Resistance	
g Insulation Resistance		r Steering Gear Generators and Motors	
h Insulating Oil Test		s Navigation Light Indicators	
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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

MAIN	STARBOARD	AUXILIARY, DONKEY or PRESS
Centre Boiler 13-3-1959, <u>good</u>		
Port & Starb'd Boiler 14-3-1959, <u>good</u>		
Superheaters <u>None</u>		
Safety Valves <u>good</u>		
Mountings, Doors & Fastenings <u>good</u>		
Safety Valves Adjusted to Sat. <u>180 psi</u>		
Safety Valves Adjusted to Sp. <u>good</u>		
Boiler Securing Arrangements <u>good</u>		
Main Economisers	Exhaust Gas Heated Economisers	
Steam Heated Steam Generators	Steam Generator Safety Valves Adjusted to <u>good</u>	
Were Oil Burning System & Remote Controls examined working in accordance with Rules? <u>good</u>	Forced Circulating Pumps	
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel <u>good</u>	

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

LEAVE THIS SPACE BLANK

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