

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

16 JAN 1953

Writing Report 24th Nov., 1952. When handed in at Local Office

Port of K O B E.

Survey held at Taguma Date. First Survey 2nd Oct., Last Survey 28th Oct. 1952

on the Machinery of the Wood, Iron or Steel S.S. "SHINWA MARU" (EX. "JALABALA") (No. of Visits 9)

Gross 4557
 Net 2884
 Main Boilers 3
 Donkey Boilers -
 Pressure in Boilers 180
 Donkey Boilers -

Vessel built at Port Glasgow By whom Lithgows Ltd.,
 Engines made at Grk. By whom Rankin & Blackmore Ltd.
 Boilers, when made (Main) (Donkey)
 Owners Towa Sangyo K.K., Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Managers Port Kobe Voyage
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Taguma Dock

Year. Month. When 1924 7
 When 1924

Particulars of Classification (which must be inserted Precisely as in Register Book & Supplements).

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1		+LMC 7,47
3,52		BS 1,52
SS Bom.-7,47 (Dr.)		TS CL 9,51

Report No. Port (CL)
 Particulars of Examination and Repairs (if any) +LMC, TS, & O.F. Conversion General Exam. of Mchy.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and in detail, the nature and extent of Examination and subsequent Repairs. Repairs on account of the cause of which must be stated should be separated from Repairs due to other causes; and besides being in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered 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 through examination at this time? Yes

Donkey " " " " " " -

State for what reasons? What 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? -

Test date of internal examination of each boiler. 2-10-52 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 12.9 kg/cm²

Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

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

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

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

Screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Shaft now been changed? No If so, state reasons. - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 9-10-52 State the wear down in the bush 5/32" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Work Done:- Vessel placed in drydock, propeller, stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition. Screw shaft with continuous liner examined and found in good condition. Engine opened up for survey:- All cylinders, pistons, slide valves rods, crank (lifted), thrust, intermediate shafting, condensers, pumps (circulating pump renewed), piping and arrangements, examined and found or now placed in good condition.

Electric Equipment:- All installations including 15 KW steam dynamo engine with switchboard installed in place of old 13 K.W. dynamo at this time in accordance with the Rules, examined andegger tested and tried under working condition and found satisfactory. The 3 main boilers were examined internally and externally over all parts with mountings, fastenings and safety valve and found or now placed in good condition. Safety valves adjusted under steam as state above.

O.F. Conversion:- Vessel converted at this time oil fuel burning system. Two oil fuel burning units (steam driven) and piping newly fitted as per Rules and approved plans attached hereto. The installations were tested to the Rules requirements & found satisfactory. (P.T.O.)

General Observations, Opinion, and Recommendation:-

(State 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, BS 9.11, B&MS 9.11, * LMC 9.11 to * LMC 140 lb., &c.)

CS 3,34

The machinery and boiler of this vessel are in good condition and eligible in my opinion to continued as classed with fresh record of L.M.C. 10-52 and T.S. (CL) Seen 10-52 subject to defective forward main condenser tube plate being permanently repaired by the end of October, 1953, and to have the notation of "Fitted for O.F. 10,52 F.P. above 150°F", be made in the Register Book in the case of this vessel.

Fee (per Section 23) L.M.C. ¥64,000 - Fees applied for
 G.E. of Mchy. Electric. 12,000 - 26 Oct 1952
 Damage or Repair Fee (if any) x 5,000 - Locally
 O.F. Conversion (per Section 23.) x 50,000 - Received by me.
 Printing expenses (if chargeable) x 8,610 -

M. Samakura & H. Okada
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Signed
 + LMC 10.52
 5.10.52

CERTIFICATE WRITTEN.



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

STUDY COPY (3) TRIPPLICATE

2. separate new O.F. Settling tanks (10 tons each) fitted under bridge space as per Rules & plans attached hereto.
Steam heating coils fitted at this time to Deep tank and oil fuel settling tanks and tested as per Rules.

Deck control valves in way of settling tanks, O.F. pumps and steam smothering system examined, tested and found good.

Up take dampers of the boiler retained with suitable locking device O.F. burning system examined under working condition and found satisfactory.

Particular of O.F. installations are as follows:-

1. O.F. Transfer Pump Cap. 40 M³/H.
Dia. of cylinder steam 220 mm oil 160 mm stroke 260 mm R.P.M. 40
Maker, Kozai Tekkosho, Osaka (~~Interim~~ ^{copy of} Certificate attached hereto M-7958)
2. O.F. Pressure pump Cap. 2.5 M³/H
Dia. of cylinder steam 150 mm oil 120 mm stroke 200 R.P.M. 35
Maker, Kozai Tekkosho, Osaka (~~Interim~~ ^{copy of} Certificate attached hereto M-7958)
3. Oil heaters 1 M² heating surface (Valcano type)
Maker, Osaka Juyuro K.K., Osaka.

Repairs due to wear and tear:-

Main engine:- Crank shaft lifted up and main bearing brass bottom halves remetaled.

3 H.P. K.P. L.P. Piston rods skimmed up dia. -H.P. 159.20 MP 148.80 LP 156.30
HP slide casing bored out and packing rings renewed,
MP cyl. bored out and packing rings renewed, new dia. 1074.5 mm

Condenser:- Condenser forward tube plate found to be fractured length of crack being about 1 feet, same covered with mild steel plate into studs and nuts of tested.
It is recommended that the fractured plate be renewed by the end of October, 1953

Auxiliary engine:- Centrifugal pump renewed.

Driving engine (steam) Dia. 210 mm Stroke 160 mm R.P.M. 400 Steam cyl. & casing was hydraulically tested in presence of our surveyors.

One set of

Dynamo engine renewed (~~Interim~~ ^{copy of} Certificate M-8290 copy attached hereto)
Cap. 15 K.W. dia. of steam cyl. 203 stroke 130 R.P.M.

Propeller: Working C.l. propeller replaced with spare C.l. propeller.

Dia. 5,500 mm pitch 5,650 mm.

Working propeller (C.l.) removed to shop for repair of blade tips.

Boiler:- Renewed centre furnace of part boiler.

Back plates of combustion chambers of centre boiler centre furnace and starb'd boiler centre furnace partly renewed.

Newly fitted with surface blow off pipes and valves on each boiler.

Interim Certificate C-11684 issued,
copy attached hereto.



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