

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 2 OCT 1950

Date of writing Report 10-8-50 When handed in at Local Office _____ 19____ Port of KOBE

No. in Survey held at Osaka Date, First Survey 16-6-50 Last Survey 30-6-1950

Reg. Book _____ (Number of Visits 7)

on the STEEL SINGLE SCREW STEAMER "SHINWA MARU" (eng. aff.) Tons { Gross 1948.02
Net 1074.90

built at Nagasaki By whom built Kawaminami Industry Co. Ltd. Koyakijima Ship yard. Yard No. 148 When built 6-12-1941

Engines made at Nagasaki By whom made Ditto Engine No. _____ When made 30-10-1941

Boilers made at Nagasaki By whom made Ditto Boiler No. _____ When made 30-10-1941

Registered Horse Power Max 1486 Owners Nitto Merchant ships Co. Inc. Port belonging to Tokyo
Nom. 1430

Com. Horse Power as per Rule 260 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended For Korea, China and Formosa.

GINES, &c.—Description of Engines Triple Expansion Steam Reciprocating Engine Revs. per minute 110 at Normal

Dia. of Cylinders 18" x 30" x 50" Length of Stroke 36" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 10 1/8" Crank pin dia. 10 1/2" Mid. length breadth 20 1/2" Thickness parallel to axis 6 1/2"
as fitted 10 1/4" Crank webs shrunk Mid. length thickness 6 1/2" Thickness around eye-hole 5"

Intermediate Shafts, diameter as per Rule 9 3/4" Thrust shaft, diameter at collars as per Rule 10 1/8"
as fitted 9 3/4" as fitted 10 1/4"

Label Shafts, diameter as per Rule 10 3/4" Screw Shaft, diameter as per Rule 10 7/8" Is the shaft fitted with a continuous liner yes
as fitted 10 3/4" as fitted 10 7/8" 9 1/6" Is the after end of the liner made watertight in the

Bronze Liners, thickness in way of bushes as per Rule 1/6" Thickness between bushes as per Rule 5/8" Is the after end of the liner made watertight in the

Propeller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive yes

Propeller, dia. 12'-8" Pitch 13'-6" No. of Blades 4 Material Mn Bronze whether Moveable movable Total Developed Surface 54.4 sq. feet

Propeller worked from the Main Engines, No. 2 Diameter 4" Stroke 20" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 20" Can one be overhauled while the other is at work yes

Bilge Pumps No. and size 2, 8" x 6" x 6.5" H 9" x 6.5" x 13" H Pumps connected to the Main Bilge Line { No. and size 4, 4" x 20" stroke 4" x 20" stroke 7 1/2" x 8 1/2" x 4"
How driven By steam independently Drive by main engine By steam independently

Ballast Pumps, No. and size 1, 7 1/2" x 8 1/2" Lubricating Oil Pumps, including Spare Pump, No. and size _____

Are two independent means arranged for circulating water through the Oil Cooler _____ Suctions, connected both to Main Bilge Pumps and Auxiliary

Bilge Pumps:—In Engine and Boiler Room 3 x 2 1/2" φ 1 Direct suction x 5" φ + 1 Emergency suction x 6" φ

Pump Room _____ In Holds, &c. No. 1 Hold: 2 x 3 1/2" φ No. 2 Hold: 2 x 3" φ

Main Water Circulating Pump Direct Bilge Suctions, No. and size one x 6" φ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size one x 5" φ

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes. yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. yes

Are all Sea Connections fitted direct on the skin of the ship. yes Are they fitted with Valves or Cocks. yes

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates. yes Are the Overboard Discharges above or below the deep water line. below

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel. yes Are the Blow Off Cocks fitted with a spigot and brass covering plate. yes

What Pipes pass through the bunkers. Air pipe of No. 4 ballast tank and Bilge pipe for No. 1 + No. 2 holds How are they protected. by steel covers

What pipes pass through the deep tanks. Have they been tested as per Rule. yes

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another. None Is the Shaft Tunnel watertight. _____ Is it fitted with a watertight door. _____ worked from. _____

MAIN BOILERS, &c.—(Letter for record _____) Total Heating Surface of Boilers. 4130.58 Square feet.

Which Boilers are fitted with Forced Draft. Both Which Boilers are fitted with Superheaters. None

No. and Description of Boilers 2 Cylindrical dry combustion chamber type Working Pressure. 200 lb/□"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? _____

Can the donkey boiler be used for other than domestic purposes. _____

PLANS. Are approved plans forwarded herewith for Shafting 20-4-50 Main Boilers. 20-4-50 Auxiliary Boilers. _____ Donkey Boilers. _____

(If not state date of approval)

Superheaters. _____ General Pumping Arrangements. 20-4-50 Oil fuel Burning Piping Arrangements. _____

SPARE GEAR.

Is the spare gear required by the Rules been supplied. yes except propeller blades.

State the principal additional spare gear supplied. Piston rings for M.P. and L.P. pistons. 1 set of spring for L.P. piston, 6 junk
ring bolts and nuts, 2 slide valve spindles, 2 eccentric rods, 1 set of bolt &
Nuts for crank bars, 6 sets of stud and nuts for cylinder cover, 20 condenser tubes,
1 air pump rod, 2 safety valve springs.

The foregoing is a correct description.

Manufacturer. _____



Dates of Survey while building: During progress of work in shops - - -
 8, 12, 16, 19, 26, 28 + 30 June 1950
 During erection on board vessel - - -
 Total No. of visits: 7

Dates of Examination of principal parts: Cylinders / Slides / Covers /
 Pistons / Piston Rods / Connecting rods /
 Crank shaft / Thrust shaft / Intermediate shafts /
 Tube shaft / Screw shaft / Propeller /
 Stern tube / Engine and boiler seatings / Engines holding down bolts /
 Completion of fitting sea connections /
 Completion of pumping arrangements / Boilers fixed / Engines tried under steam 30-6-50
 Main boiler safety valves adjusted 206 ^{Rb/D} / Thickness of adjusting washers P. Boilers {Slav 1/2" Port 1/2 + 1/32"} S. Boilers {Slav 13/16" Port 3/4 + 1/32"}
 Crank shaft material F.S. Identification Mark / Thrust shaft material F.S. Identification Mark /
 Intermediate shafts, material F.S. Identification Marks / Tube shaft, material Identification Mark /
 Screw shaft, material F.S. Identification Mark / Steam Pipes, material M.S. Test pressure 2 x W.P. Date of Test 16-6-50
 Is an installation fitted for burning oil fuel NO. Is the flash point of the oil to be used over 150° F. /
 Have the requirements of the Rules for the use of oil as fuel been complied with /
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo NO. If so, have the requirements of the Rules been complied with /
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with /
 Is this machinery duplicate of a previous case NO. If so, state name of vessel /
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been examined in accordance with the Rules as set forth in Section 4 of the Rules for "Classification of Ships not built under Survey", approved plans and Secretary's letters. The workmanship & material are sound & good. The machinery was examined under working condition during comprehensive sea trials and found satisfactory. In my opinion, the machinery of this vessel is eligible & worthy of classification contemplated with record of LMC 6-50, screw shaft (C.L.) seen 6-50, subject to spare propeller blades being supplied.

Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	... £ 100-0-0	When applied for,
Tail shaft Special	... £ 10-0-0	
Donkey Boiler Fee	... £ -	When received,
Travelling Expenses (if any)	£ 3-10-0	

Date: Fri. 3 NOV 1950
 Including Electrical Equipment.

Committee's Minute: LMC 6.50 Subject F.D. S (C.L.) 6.50 2 WTB 200/6

M. Lamakua
 Engineer Surveyor to Lloyd's Register of Shipping.

