

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

2 OCT 1950

Date of writing Report 10-8-1950 When handed in at Local Office 19 Port of Kobe
 Date, First Survey 16-6-50 Last Survey 30-6-1950
 Reg. Book Osaka
 on the STEEL SINGLE SCREW STEAMER "SHINWA MARU" (eng. aft.) Tons { Gross 1948.02
 Net 1074.90
 built at Nagasaki By whom built Kawaminami Industry Co. Ltd. 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 6 1/2" shrunk 5"
 as per Rule 9 5/8" Mid. length thickness 6 1/2" Thickness around eye-hole 5"
 Intermediate Shafts, diameter as fitted 9 3/4" Thrust shaft, diameter at collars as per Rule 10 1/8"
 as fitted 9 3/4" as fitted 10 1/4"
 as per Rule 10 3/4" Is the — shaft fitted with a continuous liner yes
 as fitted 10 7/8" as per Rule 9 1/6"
 as fitted 10 7/8" 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
 If two liners are fitted, is the shaft lapped or protected between the liners — Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 3'-8" and 10"
 propeller, dia. 12'-8" Pitch 13'-6" No. of Blades 4 Material Mn Bronze whether Moveable movable Total Developed Surface 54.4 sq. feet
 Main Engines, No. 2 Diameter 4" Stroke 20" Can one be overhauled while the other is at work yes
 Main Engines, No. 2 Diameter 4" Stroke 20" Can one be overhauled while the other is at work yes
 No. and size 2, 8" x 6" x 6.5" H 9" x 6.5" x 13" H Pumps connected to the — 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 Main Bilge Line Drive by main engine By steam independently
 Main Bilge Line — 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
 In 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
 That 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
 That pipes pass through the deep tanks — Have they been tested as per Rule —
 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 —

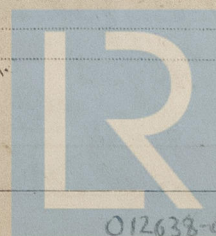
PLANS. Are approved plans forwarded herewith for Shafting 20-4-50 Main Boilers 20-4-50 Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters — General Pumping Arrangements 20-4-50 Oil fuel Burning Piping Arrangements —

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.



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012638-012645-0311

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

8, 12, 16, 19, 26, 28 + 30 June 1950

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 $\frac{26}{100}$ / Thickness of adjusting washers P. Boiler {Slav $\frac{1}{2}$ " Port $\frac{1}{2} + \frac{1}{32}$ " S. Boiler {Slav $\frac{1}{16}$ " Port $\frac{3}{4} + \frac{1}{32}$ "

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 amount of Entry Fee ... £ 100-0-0

Tail shaft Special ... £ 10-0-0

Donkey Boiler Fee ... £

Travelling Expenses (if any) £ 3-10-0

When applied for, 19

When received, 19

Including Electrical Equipment.

Date

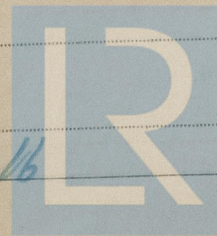
Committee's Minute

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.



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