

Rpt. 9

Date of writing report 6th June, 1956.

Received London 18 JUN 1956

Port KOBE

No. 3655

Survey held at Mukaishima

No. of visits 3

First date 28th May,

Last date 1st June, 1956.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27212 Name ^{S.S.} "SHINWA MARU" Gross tons 1948 Date of build 1942

Owners Nitto Shosen K.K. Managers Port of Registry Tokyo

Engines made Koyagishima, Kawaminami Kogyo K.K. Type

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 200 lbs.

No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both

Nature of Survey B.S.
Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1	LMC
S.S. Osa - 6,54	Engine 6,54
Dkg - 12,55	Boiler 5,55
	Tailshaft CL 5,55
	Steam pipe 6,55

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 0.6mm Oil Glands - Sea Connections Good
 Fastenings Good Has Screwshaft/Tubeshaft been drawn? - Date of Examination - Has Shaft been changed? -
 Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam) ~~XXXX~~ ~~XXXX~~

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides (Side, Centre)
- 4 Crankpins & Bearings ~~XXXX~~ Good
- 5 Journals & Bearings ~~XXXX~~ Good

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 SCAVENGE BLOWERS

SUPERCHARGERS

- 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 and Boilers of this Ship, so far as now seen, are in good condition and eligible in my opinion to be continued as classed with fresh record of BS 6,56.

Date of Committee FRIDAY 13 JUL 1956

Decision BS 6.56

30m, 6,55. T. (MADE AND PRINTED IN ENGLAND.)



YES, NOW. 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

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		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators.....			l 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..... Good
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 Port & Starb'd, 28th May, 1956. AUXILIARY, DONKEY or PRESS.....

Superheaters.....
 Safety Valves..... Good
 Mountings, Doors & Fastenings..... Good
 Safety Valves Adjusted to Sat. 200 lbs.
 Safety Valves Adjusted to ~~300~~ ³⁰⁰.....
 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?..... 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)

Damage Repair to propeller; Cause not stated, no special report required at this time, one loose blade tip slightly bent on leading edge and now faired in place and boss fitting stud tried and found no damage, afterwards cemented.

Wear and tear Repair; Total 30 smoke tubes on both boilers and one water tube inboard wing on starboard boiler, renewed.

Interim Certificate No. B1-32569 issued - copy attached.

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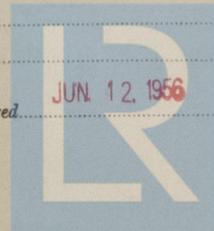
Survey fees ..BS. ¥24,000.....

Damage fee ... See rpt. 8

Expenses... See Rpt. 8

Date when A/c rendered.....

JUN 12 1956



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BS due 5.56 now held.
 Docking Repair.

It is submitted that this vessel is eligible for THE

RECORD.

BS 5.6.56

[Handwritten signature]

JUN 15 1956