

-2. OCT. 1967

Ship's Name ~~SS~~/MS "NEW YORK MARU" Port Shimonoseki

Processing Number: LR 525025 Gross tons 7789 Rpt. No. 3073

Port of Registry Tokyo Date of build 1953-4 Is there a Rpt. 9? Yes

No. of visits One First date and Last date 14-9-67

Cert. B issued & copy herewith? Yes No. C-17821 Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) K.O. 1782-

Date of completing rpt. 20-9-67 Surveyed at, if different from Port above -

Safcon Cert. (ST) issued & copy herewith? No If surveyed in D.D. last date of examination 14-9-67

Has a Load Line Survey been held? No Summer freeboard ~~is~~ verified Yes

E4 OCT 1967

State which additional Rpt. 8 is attached: ~~(CMB), (A), (DB), (EQ), (R)~~

Survey fees DS ¥ 15,000 Damage fee - Expenses -

S.A. fee -

[Handwritten signature]

I have surveyed the above-named ship in accordance with the Rules for Dry Docking Survey.

Note: Annual Survey had been held at Osaka in May. At the Owners' request Drydocking Survey has now been done on account of Propeller Damage.

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking. DS 9/67, subject to any outstanding condition of class being dealt with as previously recommended.

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT

/yi (Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

[Signature] Takesue
Surveyor to Lloyd's Register of Shipping

TUESDAY 17 OCT 1967
DS 9. 67
P.J. TS 9. 67

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Lloyd's Register
FOR CHAIRMAN
CLASSN. CTIEE
Foundation

	†Condition		†Condition
Shell plating	Good	*Hatchways	Good
Sternframe	Good	*Ventilators & air pipes	Good
Rudder	Good	*Casings	Good
Was rudder lifted?	No	*Fiddley openings	-
Plating, etc. in way of shell openings	Good	*Skylights	Good
F.P. spaces	Not examined	*Flush deck scuttles	-
Chain locker		*Deckhouses & companionways	Good
A.P. spaces		*Superstructures	Good
Engine space		*Side, bow & sterndoors	-
Boiler space		*Side scuttles & deadlights	Good
Under E. & B.		*Ash shoots, etc.	-
Coal bunker		Scuppers, discharges & valves	Good
Tunnel & well		Guard rails & bulwarks	Good
Duct keel		Freeing ports	Good
Cement, asphalt, etc., on btm. shell		Gangways & lifelines	Good
Weather decks	Fittings & appliances for timber deck cargoes	-	
Sounding pipes with doublers under	Means of escape:		
Windlass	(a) machinery spaces	Not examined	
Masts & standing rigging	(b) crew and passenger spaces		
Hand pumps & suction	(c) spaces in which crew normally employed		
W.T. doors	Communications between:		
Fire equipment	(a) bridge & eng. room	Not examined	
	(b) bridge and alternative steering position		
	Steering control systems (main and alternative)	Good	
Other items:	Helm indicator	Good	
	Protection of aft steering wheel & gear	Good	
	Steering arrangements (main)	Good	
	" " (aux.)		

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date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

Japanese Government, valid until 16th April, 1969.

EQUIPMENT: Stated to be complete.

Equipment letter	-	Cables	State if ranged	-
Fee ltr., if diff. from eqpt. ltr.	-		Length on board	-
Anchors: No. on board	-		Mean dias. range from	- to -
			Rule length	- Dia.
			Mooring ropes	-

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.



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