

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. 8? Yes  
 No. of visits First date 14-9-67 Last date  
 Interim Cert. issued Yes Damage rpt. issued No Last rpt. (H.Q. only)  
 & copy herewith? No. C-17845 and copy herewith?  
 Date of completing rpt. Surveyed at, if different from Port above -  
 Is a rpt. 9B attached? MN 1680 Nature of survey CSM, TS(CL)P,  
 Damage repairs & DS.  
 Survey fees CSM ¥ 20,000 Damage fee (B) ¥ 20,000 Expenses  
 TS(CL) ¥ 12,000

S.A. fee

MAIN ENGINES, ~~RECIP., STEAM OR~~ I.C. (State Port—P or Starboard—S) twin engines

Port Starboard  
 1 Cyls., covers, pistons, rods, valves & gears No. 6: Good Nos. 4 & 5: Good  
 2 Con. rods, crossheads, bearings & guides ~~State~~  
 Centre No. 6: Good Nos. 4 & 5: Good  
 3 Crankpins (incl. eccentrics) & bearings ~~State~~  
 Centre No. 6: Good Nos. 4 & 5: Good  
 4 Crankshaft journals & bearings 5 Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers, pistons & rods 7 Con. rods, crossheads, bearings & guides  
 8 Crankpins & bearings 9 Journals & bearings  
 10 Levers, links & bearings 11 Coolers & safety devices  
 12 Scavenge blowers & superchargers 13 Air coolers  
 14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors, blading, bearings, thrusts & couplings 16 Astern turbine

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 to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of CSM (with date) on completion, TS(CL)P 9/67. Subject to any outstanding condition of class being dealt with as previously recommended.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

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 date of the next Periodical Examination. Where re-examination or repairs should be made before

/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

Y. Takesue  
Surveyor to Lloyd's Register of Shipping

TUESDAY 17 OCT 1967

As now Port TS 9.67

Lloyd's Register Foundation

013596-013603-0162 1/2

MAIN REDUCTION GEARING

17 Pinions & wheels

18 Shafts, bearings & couplings

19 Exhaust steam turbines (with recip. eng.)

20 Thrust blocks, shafts & bearings

21 M.E. steam compressors

22 Intermediate shafts & bearings

23 Clutches & hydraulic couplings

24 Steam re-heaters

25 De-superheaters

26 Forced &/or induced draught fans

27 Stop & manoeuvring valves

28 Holding down bolts & chocks

29 Main engine driven pumps (including fuel injection)

30 Condensers (main & aux.)

31 Air ejectors (main & aux.)

32 Have main engines been examined working & manoeuvring?

State Port P. or Starboard S.

33 Essential independent pumps Inboard main lubricating oil pump: Good

34 Bilge, ballast & oil fuel suction lines, fittings & controls

35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

36 Fresh water coolers

37 Lub. oil coolers

38 Heaters & safety devices including de-aerator (state service)

39 Pressure feed water filters

40 Auxiliary air receivers & safety devices

41 Starting air pipes

42 Main air receivers & safety devices

43 Independent air compressors, coolers & safety devices

44 Oil fuel tanks (not forming part of the hull structure)

45 Have all evaporators safety valves been tested under steam?

46 Evaporators

47 Distillers

48 Steering machinery

49 Windlass

50 Machinery spare gear Good

Identify by position

AUXILIARY ENGINES

DOCKING

Propeller Both: Good

Sea connections Good

Oil gland -

Fastenings & gratings Good

Clearance in stern bush (if relined state clearance before & after)

	P	S
before	5.30mm	3.50mm
after	1.20mm	-

Has screw/~~tube~~ shaft been drawn? Yes, Port.

Date of examining shaft & condition 14-9-67

Has shaft been changed? No

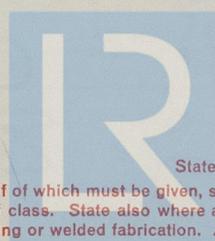
Has shaft now fitted been previously used? -

Has shaft now examined/~~with~~ a continuous liner? Yes

Approved oil gland -

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Please see continuation sheet.



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The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

Damage repairs to Propellers: (built-up 4 blades)

It is stated that the ship sustained damage to the both propellers on the 22nd July, 1967 whilst on loaded voyage from Tampa to Mobile due to contact with submerged object.

Found & done:

Starboard Propeller:

One blade edge found cracked (approx. 100 mm) and slightly missing, the crack now stop drilled, and defective blade edge satisfactorily dressed in place.

Port Propeller:

One blade found missing approx. 400 x 70 mm and bent.

Three blades bent in several parts at tips.

At the Owners' request, propeller removed ashore, and the defective two (2) blades renewed, and two (2) blades faired.

On completion of repairs, the balancing test was carried out

with satisfactory results. Stamped on new propeller blades :-

LLOYD'S KOB KJ 23-12-63 LR,CH No.38823

LLOYD'S KOB KJ 23-12-63 LR,CH No.38815

Port Tail Shaft Survey: (due 4/69)

At the Owners' request, port tail shaft drawn and magnaflux tested with satisfactory results.

The stern bush rewooded all round to suit.

*JS*