

Rpt. 9A

REPORT OF **MACHINERY SURVEYS AND REPAIRS** (Engines and Auxiliaries)  
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

-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. 8? Yes

No. of visits

First date 14-9-67

Last date

Interim Cert. issued Yes  
& copy herewith? No.C-17845

Damage rpt. issued  
and copy herewith? No

Last rpt. (H.Q. only)

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  
TS(CL) ¥ 12,000

Damage fee (B) ¥20,000

Expenses

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 ~~etc~~

Centre

No.6: Good

Nos. 4 & 5: Good

3 Crankpins  
(incl. eccentrics)  
& bearings ~~etc~~

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

CERT

(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

TUESDAY 17 OCT 1967

Surveyor to Lloyd's Register of Shipping

As now  
Port Ts 9.67

Lloyd's Register  
Foundation

013596-013603-0162 1/2



## MAIN REDUCTION GEARING

17 Pinions &amp; wheels

18 Shafts, bearings  
& couplings19 Exhaust steam  
turbines (with  
recip. eng.)20 Thrust blocks,  
shafts & bearings21 M.E. steam  
compressors22 Intermediate  
shafts & bearings23 Clutches & hyd-  
raulic couplings

24 Steam re-heaters

25 De-superheaters

26 Forced &/or induced  
draught fans27 Stop & manoeuvring  
valves28 Holding down  
bolts & chocks29 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 & controls35 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 filters40 Auxiliary air receivers  
& safety devices

41 Starting air pipes

42 Main air receivers  
& safety devices43 Independent air compressors,  
coolers & safety devices44 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 GoodIdentify  
by  
position

## AUXILIARY ENGINES

## DOCKING

Propeller Both: Good

Sea connections Good

Oil gland -

Fastenings &amp; gratings Good

Clearance in stern bush (if relined  
state clearance before & after)before 5.30mm 3.50mm  
after 1.20mm -Has screw/~~tube~~  
shaft been drawn? Yes, Port.Date of examining  
shaft & condition 14-9-67Has shaft  
been changed? NoHas shaft now fitted  
been previously used? -Has shaft now examined/~~fitted~~ a continuous liner? Yes

Approved oil gland -

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Please see continuation sheet.

State whether continuation sheet attached

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*