

Rpt. 9

Date of writing report 20th June, 1962

Received London

Port KOBE

No. 10595

Survey held at Nagoya

No. of visits 1

First date and

Last date 14th June, 1962

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23838 Name ~~MSK~~ "NEW YORK MARU"

Gross tons 7787

Date of build 4, 1953

Owners Nippon Yusen Kaisha

Managers

Port of Registry Tokyo

Engines made Tamashima

Tamashima Diesel Works

Type 2 Oil Engines 2SA each 6Cy

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2WT. aux. W.P. 142 lbs

Surveyed Afloat or in Dry Dock Drydock

Nature of Survey Repairs, Docking

Was Damage Report issued? No Int. Cert.? Yes, B1-80098

Last Report (For Head Office only) copy attached.

Hull	Machinery
+100A1	+LMC
DTsa - oil FP above 150° F. or veg. oil	Engine CS 2,61
SS 2,61	Boilers A 2,61
DS 10,61	Tailshaft CL p&s 10,60
	Steampipes 2,61

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.

Port & Starboard DOCKING Propellers Good Wear Down of Stern Bushes Port 2.4mm Stbd 2.7mm Oil Glands None Sea Connections Not Exd.

Fastenings Good Has Screwshaft/Tubeshaft been drawn? No 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 (Reciprocating I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

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

16 SCAVENGE BLOWERS

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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

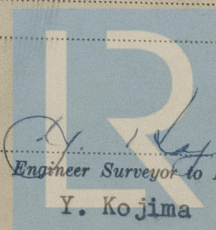
Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book without fresh record of survey and that her Machinery Classification Record be continued in the Book.

Date of Committee MONDAY 13 AUG 1962

Decision As now

20m, 10, 61 T. (MADE AND PRINTED IN ENGLAND)



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Engine Surveyor to Lloyd's Register of Shipping

Y. Kojima

Lloyd's Register Foundation

013596-013603-0167

K.M

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..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
a	Generators		
b	Exciters		
c	Air Coolers		
d	Motors		
e	Air Coolers		
f	Control Gear, Cables, etc.		
g	Insulation Resistance		
h	Insulating Oil Test		
i	Overspeed Governors		
j	Magnetic Couplings		
k	Air Gap		
		AUXILIARY EQUIPMENT	
		l Generators & Governors	
		m Motors	
		n Switchboards & Fittings	
		o Circuit Breakers	
		p Cables	
		q Insulation Resistance	
		r Steering Gear Generators and Motors	
		s Navigation Light Indicators	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN		AUXILIARY, DONKEY or PRESS	
Superheaters			
Safety Valves			
Mountings, Doors & Fastenings			
Safety Valves Adjusted to		{ Sat.	
		{ Spt.	
Boiler Securing Arrangements			
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	

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)

At Owners request attended on board to examine propeller damage, stated cause and date of damage unknown.

It was stated that whilst the vessel lay alongside quay at Nagoya Shipbuilding Yard, on account of repairs to winches, it was observed that damage had been sustained by the Port Propeller. On subsequent examination in dry dock the following was found and repairs recommended.

Found: Port Propeller two blades bent at tip in way of following edge.

Now Done: Both propeller blades heated and faired in place.

Starboard propeller found in good order.

S.R.L. No.189: None

S.R.L. Appendix No.9: None

Survey fees Int. Cert. ¥10,000.-

Damage fee 10,000.-

Expenses... 2,000.-

Date when A/c rendered

JUL 16 1962

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Docking Survey refers to Port Propeller

It is submitted that this vessel is eligible to re-classified.

9/8/62

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