

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME "NEW YORK MARU"

Kob
" REPORT1411
No. 22

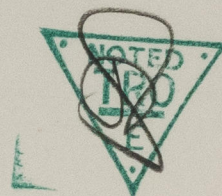
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

Type of Engine 2 Oil Engines 2SCSA

6 cylinder 28 $\frac{3}{8}$ " - 49.3/16" each engine

New MN 1680

~~If Boilers Fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 15.9.52. for a service speed of 125 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously below 35 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in SRL.

Similar calculations for the 264 KW generator sets and 80 KW generator set were approved in the Secretary's letter of 23.2.52. for a service speed of 400 RPM.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed *LMC 4,53

2 DB 142 lb.

"Carrying oil F.P. above 150°F or vegetable oil in deep tanks aft"



2021
28.8.53.

Lloyd's Register
Foundation

013596-013603-0176