

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

11 FEB 19 1922

Date of writing Report September 17 19 21. When handed in at Local Office 19 Port of KOBE.

No. in Reg. Book. 5442 Survey held at Kobe. Date, First Survey Aug. 28 Last Survey Sept. 11 19 21.

on the Machinery of the ~~Wood, Iron or~~ Steel Screw Steamer "NEW YORK MARU" Master Four

Gross Tonnage 5864 Net 4259 Vessel built at Kobe By whom Kawasaki Dockyard Co. Ltd When 1919 4

Registered Horse Power 440 NHP Engines made at do By whom do When do

No. of Main Boilers 2 Boilers, when made (Main) 1919 (Donkey) Auxiliary 1919

No. of Donkey Boilers 1 Owners Kokusai Kisen Kabushiki Kaisha Port Kobe Voyage

Working Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock in dry dock & afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Working Pressure in Donkey Boilers 200 (State name of Dock.) Mitsubishi Dockyard.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed expired.	Machinery and Boiler Surveys (including date of N.B. if any)
<del>LMC</del> Awng dk with freebd 2,21		<del>LMC 4 19</del> T.S. 3,21
<u>WRECKED 11.21.</u>		

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) L.M.C. & T.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. " Auxiliary " " " " Yes

If this was not done, state for what reasons? \_\_\_\_\_

What parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 205 lbs.

Did the Surveyor examine the Safety Valves of Auxy ~~Donkey~~ Boiler? Yes To what pressure were they afterwards adjusted under steam? 205 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Auxy ~~Donkey~~ Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Auxy ~~Donkey~~ Boiler? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Auxy ~~Donkey~~ Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? Yes

Has shaft now been changed? No If so, state reasons \_\_\_\_\_

Has the shaft now fitted new? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

What is the distance between 8/1000. oil bearing.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

NOW DONE:- All main engine cylinders, pistons, valves, rods, pumps, shafting, condenser and pumping arrangement examined and all found or now placed in good order.

Vessel placed in dry dock, propeller, Tail Shaft drawn in, stern tube, sea valves and their fastenings all examined and found good.

Two main and one auxiliary boilers examined internally and externally with all doors, mountings and safety valves and placed in good order. Safety valves adjusted under steam as stated above.

Repairs due to wear and tear:- Now done.

LP piston found cracked and now renewed, several leaky seams rivets and stays in combustion chambers caulked. 2 new nuts and washers to fit in Port Main Boiler, comb. chamber small stays. New seat fitted in aux. boiler feed check valve.

General Observations, Opinion, and Recommendation:-

The machinery and boilers of this vessel are now in good working order, eligible in my opinion to remain as classed with fresh record of \*LMC 10,21 and new date of Tail Shaft seen 10,21 in Register Book.

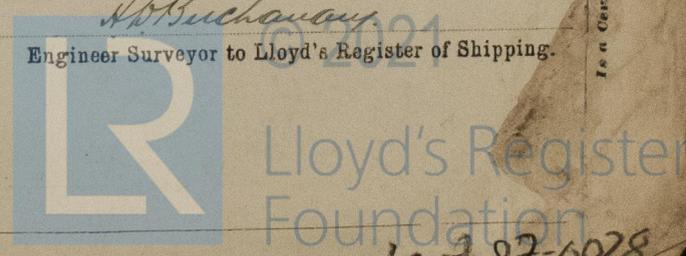
Survey Fee (per Section 28) £ 230.

Special Damage or Repair Fee (if any) (per Section 28.) £ :

Traveling Expenses (if chargeable) £ :

Fees applied for Oct. 12 19 21  
Received by me, Nov. 18 19 21

H. P. O. Batchelor  
H. P. O. Batchelor  
Engineer Surveyor to Lloyd's Register of Shipping.



Committee's Minute

Assigned See Wreck Report

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

WT 87-6028

*All this vessel was wrecked subsequently  
to the report submitted no action  
is necessary*

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*L.L.  
13/2/21*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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