

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

(Received at London Office) 11 FEB 1922

Date of writing Report September 17 1921. When handed in at Local Office 19 Port of KOBE.

No. in Survey held at Kobe. Date, First Survey Aug. 28 Last Survey Sept. 11 1921. (No. of Visits Four)

5442 on the Machinery of the ~~Wood, Iron or~~ Steel Screw Steamer "NEW YORK MARU" Master

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

Registered Horse Power 440 NNP 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

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock in dry dock & afloat Mitsubishi Dockyard.

in Donkey Boilers 200

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.

CHARACTER.		Years	Machinery and Boiler
* for Special Survey.		Announced	Surveys
Date of last Survey and of Periodical Surveys.		and expired.	(including date of N.B., if any)
* 1001 Awng dk with			* LMC 4 19
freebd 2,21			T.S. 3,21
WRECKED 11.21.			

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

this was not done, state for what reasons? -

Did what parts of the Boilers could not be thus thoroughly examined? -

So 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? Yes

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 Auxiliary 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 Auxiliary Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Auxiliary Boiler? Yes

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

Is shaft now been changed? No If so, state reasons -

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

Is the distance between ~~ligament~~ of stern bush and top of after bearing of screw shaft? 8/1000. oil bearing.

Is the Survey 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.

IP 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:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11 140 lb., F.D., &c.)

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) Yen: 230.

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

Traveling Expenses (if chargeable)

Fees applied for Oct. 12 1921

Received by me, Nov. 18 1921

H. P. O. Batchelor

H. P. O. Batchelor

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned See Wreck Report

Lloyd's Register Foundation

W 787-6028



As 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.P.  
13/2/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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