

14 DEC 1955

Rpt. 9

Date of writing report 30th Nov., 1955.

Received London

Port KOBE.

No. 3161

Survey held at Kobe

No. of visits 13

First date 12th Aug., Last date 24th Sept., 1955.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 34473 Name S.S. "SYDNEY BREEZE" (Ex. "Star of Aden") Gross tons 5389 Date of build 1920-1
Owners John Manners & Co., Ltd. Managers Port of Registry Hong Kong
Engines made Gls. By D. & W. Henderson & Co., Ltd. Type
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 W.P. 180 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey +LMC, BS, sps & O.F. Conversion
Was Damage Report issued? - Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 SS 3,52	+LMC 8,51
Dkg - 5,55	BS 10,53
	CL 8,54

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.

DOCKING Propellers Good Wear Down of Stern Bushes 3 m/m Oil Glands - Sea Connections Good
Fastenings Good Has Screwshaft/Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? No
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? No
MAIN ENGINES ~~(Recip Steam or I.C.)~~ PORT STARBARD
1 Cyls., Covers, Pistons & Rods Good
2 Valves & Gears Good
3 Connecting Rods, Top Ends & Guides ~~Side~~ Good
4 Crankpins & Bearings ~~Side~~ Good
5 Journals & Bearings Good
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 SEAVENGE 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 Cyls., Covers, Pistons & Rods
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS Good
24 INTERMEDIATE SHAFTS & BEARINGS Good
25 HOLDING DOWN BOLTS & CHOCKS Good
26 CONDENSERS (MAIN & AUX.) Good (TESTED)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES Good
30 MAIN ENGINE DRIVEN PUMPS Good
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is eligible in our opinion to remain as classed and have fresh records of +LMC 9,55, BS 9,55, s.p.s. 9,55 and Notation "Fitted for Oil Fuel 9,55 F.P. above 150°F."

Date of Committee

Decision

30m, 5,54, T.

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

002743-002749-0038 12

32 Essential Independent Pumps (Identify by position). All essential independent pumps - Good.
Both feed pumps, Ballast pump, G.S. pump. MAIN CIRCULATING PUMP (ALL S.S.)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls. Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes, Good.

35 Fresh Water Coolers. 36 Deionized Water. 37 Heaters (Main service).

38 Independent Air Compressors, Oil Meters & Safety Devices.

39 Air Receivers & Safety Devices - Main. 40 Auxiliary.

41 Oil Fuel Tanks (Not forming part of hull structure). New Settling tanks and Diesel oil storage tank for generator engine: Good

42 Evaporators. Good. 43 Have Evaporator Safety Valves been tested under steam? Yes.

44 Steering Machinery. Good. 45 Windlass. Good. 46 Fire Extinguishing Arrangements. Good

AUXILIARY ENGINES (Identify by position). Steam generator engine (S.S.) - Good
Diesel generator engine (S.S.) - Good

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators			Generators & Governors. Good
b Exciters			
c Air Coolers			Motors. Good
d Motors			
e Air Coolers			Switchboards & Fittings. Good
f Control Gear, Cables, etc.			Emergency Heaters.
g Insulation Resistance			Cables. Good
h Insulating Oil Test			Insulation Resistance. Good
i Overspeed Governors			Steering Gear Generators and Motors.
j Magnetic Couplings			Navigation Light Indicators. Good
k Air Gap			

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

MAIN P. 9/9/55, C. 10/9/55, S. 12/9/55. AUXILIARY, DONKEY or PRESS.

Superheaters. Good

Safety Valves. Good

Mountings, Doors & Fastenings. Good

Safety Valves Adjusted to Sat. 180 lbs. Spk.

Boiler Securing Arrangements. Good

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? Yes. Forced Circulating Pumps.

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel. Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Steel - tested to 2xWP Good. Auxiliary (over 3 in. bore) Steel - tested to 2xWP Good

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)

Oil Fuel Conversion. A "Volcano" type Oil Fuel Burning Unit consisting of 2 - pressure pumps, 3 - Oil heaters, suction and delivery strainers, 2 - Settling tanks, Drain observation Tank have been satisfactorily fitted at this time in accordance with approved Plans. Secretary's Letters and Rule Requirements. New furnace fronts fitted to boilers. Steam smothering connections and Foam Fire Extinguishers (2 x 2 Gall. 1 x 10 Gall.) and sand box fitted in boiler room. Steam heating coils fitted around suction pipes in Nos. 1, 2, 3 & 5 D.B. tanks and in Settling Tanks, all hydraulically tested on completion and found tight. The installation when completed was tested under working conditions at sea and found satisfactory.

Approved Plans and Certificates attached hereto.

Alteration: Both steam generator engines removed and replaced by one steam and one Diesel generator engines. Both are reconditioned engines supplied by the Owners. These engines were tested both in the shop and after being installed, and were found satisfactory. 80 gallon capacity oil storage tank for Diesel generator engine fitted on starboard side of engine room.

Emergency Fire Pump: Now fitted in compartment in two decks aft. New 2 1/2" sea injection valve fitted on shipside in after end of shaft tunnel. Pump tested on completion and found satisfactory.

Repairs (wear & tear):

Main Engine: Crankshaft lifted, Nos. 2, 3, 4 & 5 main bearings remetalled crankshaft refitted and re-aligned. All eccentric sheaves machined and straps remetalled. (Cont'd.)

Survey fees + LMC. MS. £74-0-0.
BS. £30-0-0.
ELECT. INST. £12-0-0.
OIL FUEL CONVM. - SEE HULL RPT.
Damage fee REPAIRS £30-0-0.
SPECIAL ATTEND. £12-0-0.
Expenses... £13-0-0.

Date when A/c rendered DEC. - 8. 1955

Rpt. 9a.

Port of KOBE

Continuation of Report No 3161 dated 30th Nov., 1955. on the

S.S. "SYDNEY BREEZE"

Repairs (wear & tear): (Cont'd.)

Main Engine: (Cont'd.)

H.P. valve liner and valve rings renewed.
M.P. piston rings renewed.
1-horseshoe piece in thrust block remetalled, remainder overhauled and thrust re-aligned.
11 holding down bolts renewed and remainder hardened up.

Pumps: Ballast pump - buckets and rods renewed.
Main circulating pump engine - piston renewed.
Attached feed pump plunger renewed.

Condensers: Main - cleaned; tested, 6 tubes renewed.
Auxiliary - cleaned and tested.

Windlass:- Main shaft and both cable lifters renewed.

Electrical: Extra lights fitted in boiler room in way of O.F. installation.
Several defective lighting circuits and fittings renewed.

Boilers:

Port - Port combustion chamber - furnace gooseneck grooving cut out and E.W. Centre C.C. - 19 corroded rivets in wrapper - tube plate joint at top renewed.
Grooving in furnace mouth flange cut out and E.W.
Starb'd C.C. - Back plate flange built up at top where locally wasted. Both lower manhole door flanges built up with E.W. and faced up. A number of slightly leaking stays caulked.
One internal feed water pipe renewed.

Centre - Centre C.C. - back plate built up with E.W. where locally wasted. Starb'd C.C. - 27 corroded rivets in wrapper - tube plate joint renewed.
Both lower manhole door flanges built up with E.W. and faced up. One internal feed water pipe renewed.

Starb'd - Port C.C. - back plate flange built up with E.W. where locally wasted.
Starb'd C.C. - One stay tube renewed.
Lower manhole door (S.S.) built up with E.W. and faced up. A number of repairs and renewals effected to boiler mountings. On completion of repairs, all boilers were hydraulically tested and found sound and tight.
On completion of machinery repairs and oil fuel conversion a sea trial was carried out with satisfactory results.

Subjects of Class: re-Windlass cable lifters and port and centre boilers. These items may now be deleted. Endorsement of Class (in italics) L.P. slide valve examined and found efficient. This item may now be deleted.

Interim Certificate No. B1-24990 issued - copy attached.



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