

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of Writing Report 6th, June 1945 When handed in at Local Office

19

Port of DUNEDIN, N.Z.

No. in Reg. Book Survey held at Port Chalmers &amp; Dunedin Date, First Survey 11th, Dec. 44. Last Survey 24th, May 1945. (No. of Visits 65)

on the Wood, Iron or Steel M.V. "BREEZE"

YEAR MONTH

When 1933 11

TONNAGE:-

GROSS 622

UNDER DK. 419

NET 317

Built at Bowling

By whom Scott &amp; Sons

Owners Canterbury Steam Shipping Co. Ltd. Owners' Address ---

(if not already recorded in Appendix to Register Book)

Managers " " " " " "

Port belonging to Lyttelton

Surveyed Afloat or in Dry Dock? Both Name of Dock Port Chalmers Destined Voyage Coastal

Cell DBor DBa feet; uE&B feet; f feet }  
total capacity tons. FPT tons; APT tons; MT feet tons. }

Only alterations in the existing records of tanks should be inserted.

N.B.—All Alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1	+LMC CS10,41
10,41	10,40
	DBS10,41
	CL10,41
ssDdn. No.2-41.	

Last Report, No. 2412 Port Ddn

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined ---

Society's Freeboard (if assigned) as 3 ft. 11 ins.  
painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? ---

PAIRS, OR EXAMINATION AS PER RULE, FOR CONVERSION AND RECONDITIONING FROM NAVAL AUXILIARY TO ORIGINAL CONDITION, SPECIAL SURVEY No.3, RENEWAL LOAD LINE SURVEY, REPAIRS TO SHELL PLATING ETC.

Vessel laid up at this port from 11th, December 1944 to 24th, May 1945 while undergoin the above.

General:- The fittings installed by the Naval Authorities, including fitting out of holds for Officers and Crew's accommodation, Asdic Trunkway, Magazines, permanent steel covers over hatchways, gun mounts, mine sweeping gear etc., removed and vessel fully opened up, cleaned and examined throughout and restored to original arrangement as set out in the Builder's Drawings and vessel at this time specially examined as per Rules for Special Survey No.3. Vessel was placed in Dry Dock, bottom and side plating also rudder cleaned, specially examined and coated on the completion of necessary repairs. Shell Plating Repairs:- Port Side, No.3 "B", 11" X 12" opening same permanently closed by spigot plate, riveted and E.W. No.2 "E" Plate which was indented

MARY OF DAMAGE REPAIRS:-	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:-
Renewed								
Removed and Fair'd or Repaired	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
Fair'd or Repaired in place								

ESSENT CONDITION OF THE

ks Good

lking of Decks Good

mings Good

ms &amp; Fastenings Good

side Plating Good

" " In way of sidelights Good

mes Good

erse Frames Good

gitudinals Good

sverses Good

rs Good

lsons Good

ngers Good

er Bottom Plating Good

re the Tanks been examined internally? Yes

re the Tanks been tested? Yes

Bulkheads Good

Ceiling Good

Cement or Asphalt Cem.

Rudder Good

Steering gear and its connections Good

Windlass Good

Have pumps been examined and found efficient?

Yes

Have Sluice Valves been examined and found efficient?

---

Have Watertight Doors been examined and found

efficient? ---

Have Ventilators and their Coamings been examined

and found efficient? Yes

Air and Sounding Pipes Good

Doubling Plates under Sounding Pipes Yes

Engine Room Skylights Good

Coal Bunkers, Openings, Covers, &amp;c. ---

Oil Bunkers Good see Rpt

Scuppers Good

Cargo Hatchways Good

Hatches Good

Planking

Caulking

Treenails

Breasthooks &amp; Stemson XXXXXXXXXXXXXXX

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Salting

(State if examined)

Copper, or Y.M. ---

(State if on Felt)

When fitted: Month --- Year ---

Boats Good

Masts, Yards, &amp;c. Good

Condition, how ascertained Hammer &amp; Knife

(State if wedges removed)

Equipment letter J

Anchors, No. of 3B 1S

Cables (State if now ranged) Yes

" length 210 mean diam. 1-7/32"

(on board)

" Rule length 210 size 1-4/16"

Chain Locker Good

Hawser &amp; Warps Good

Standing and Running Rigging Good

Sails ---

General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,33," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1,38."

This vessel as now seen found in good and efficient condition and in my opinion eligible to be continued as classed in the Register Book, +100A1, with record of Docking Date, 4, 45., and the

Notation for Special Survey, ssDdn., No.3-5,45.

Conversion from Naval Auxiliary to original condition 31.10.0.

Survey Fee (per Section 20) ssNo.3 22.10.0.

Special Damage or Repair Fee (if any) 6.6.0.

Renewal Load Line Survey 2.10.0.

Travelling Expenses (if chargeable) 1.15.0.

New Crew's Mess 2.2.0.

Cable Sydney 10.0.0.

Committee's Minute

Character Assigned

Note NO3

Write Bdx.

note in RB

net tonnage

Fees applied for,

28-5-1945

Received by me,

---

19

TUES. 21 AUG 1945

Surveyor to Lloyd's Register of Shipping

TUES. 23 OCT 1945

5-45-Ddn (As now)

without spe cond

SS NO 3-5-45

Foundation

Note Ddn 011800-011804-0308/2



overlapping the welded seam of the plate below. The centre strake of the inner bottom plating in way of same was renewed from between frames 64/65 to 69/70 and to 80/81.

Hold:- Same cleared, all ceiling lifted, inner bottom plating chipped and cleaned, specially examined, including all steelwork in way of hold, inner bottom plating, shell plating, frames, etc., in way of hold recoated on completion of necessary repairs, ceiling relaid and new spar ceiling fitted throughout. Crew's Quarters, Accommodation, Store Rooms, Machinery Spaces, :- Shell Plating, framing, etc., in way of same chipped and cleaned, specially examined and recoated throughout on completion of any necessary repairs. Tanks:- All tanks opened up, cleaned and examined internally throughout, recoated on completion of any necessary repairs, with the exception of Fuel Oil Tanks. All tanks were filled and tested as per Rules. Tanks include:- Fore and After Peak, No.1, No.2 and No.3 Double Bottom Tanks, Port and Starbd. Fuel Tanks. Decks:- All decks specially examined throughout, including, F'cle., Upper, Quarter and Bridge decks, Sections of wood deck on F'cle., and Bridge deck lifted for examination of same and plating below. Anchor & Cables:- Anchors examined, chain cables ranged in dock and examined, one fifteen fathom length Starbd. side found worn below minimum mean diameter, same replaced by new length, covered by certificate issued by American Bureau of Shipping. Chain Locker cleaned out and examined. Masts & Rigging:- Fore mast and Mizzen mast which were removed during Naval Service, examined and replaced, including rigging for same. Main mast examined, rigging sent down and opened up and examined. Hatchways:- Coamings examined, all hatchways which were permanently closed for Naval service opened up and converted to original condition, all beams refitted, full set of new wood hatch covers fitted, spares supplied, full set of new tarpaulins, three per hatch made and fitted, all cleats and fastenings examined and put in good and efficient condition. All openings and their closing appliances examined, all ventilators, plugs and canvas covers for same examined and put in good and efficient condition.

Freeboard Markings on ship's side verified with certificate No.14103 and recut in. Certificate endorsed for survey, which remains on board pending issue of fresh certificate. Steering Gear:- Fully opened up and examined throughout, including steering engine, tested on completion of necessary repairs and overhaul. Auxiliary Steering Gear rigged and tested. Windlass, opened up and examined throughout, and on completion of overhaul tested inder working conditions. Ship's Boats examined and put in water. REPAIRS:- Hold:- Pillar fwd. end of hatch which was removed by Navy Dept. replaced.. Six beam knees Port Side, removed faired and replaced. Ladders and pipe casings renewed. Crew's Quarters, F'cle:- Same refitted throughout as per blueprint attached. Accommodation & Store Rooms, refitted throughout. Crew's Messroom:- New Crew's Messroom erected on Starbd. Side of Engine-room casing, same extending 10' aft of galley and width of 6' athwartships, weather side of casing extending 2' outboard on starbd. side of original casing. Constructed of 3/8" plating existing beams of deck extended inboard 4' to support deck plating in way of same, 3" X 3" X 3/8" stiffeners fitted on casing in engine-room in line with each beam. Hinged wooden doors and three side scuttles fitted comple with deadlights. Engineers Accommodation and Officers Mess, which was removed by Naval Dept. for space for minesweeping gear replaced in accordance with original arrangements as per Builder's drawings.

Sd. W. J. Gordon  
Surveyor to Lloyd's Register.

Lloyd's Register  
Foundation  
(P.T.O.)

full length between frames, was stretched in fairing same in place, this plate was renewed. No.4 "E" plate, which was indented in way of after two and a half frames spaces, was faired in place, rivets in three after frames in same and in after butt renewed. No.5 "E" which was slightly set in, faired in place and all rivets in frames in way of same renewed. No.1 "F", which was indented in way of after three and a half frame spaces in same, faired in place, rivets in three after frames in way of same renewed, 2/3rds. of after butt riveted, rivets in bottom seam in after frame space renewed. No.2 "F", indented between frames in fwd. two frames spaces, same faired in place, rivets in fwd. four frames in way of same renewed, bottom seam, rivets in four frame spaces in way of same renewed. No.1 "G", indented in area adjacent to Hawse Pipe, same faired in place, 30 rivets in way of same renewed. No.3 "G", indented in 3rd. frame space from from fwd., same faired in place, rivets in 2nd. frame from fwd. in way of same renewed, also 14 rivets in bottom seam renewed. No.1 "H", four rivets renewed in bottom seam. No.2 "H" indented between 4th. & 5th. frame from fwd. in same, same faired in place, rivets in 4th. frame in way of same renewed. 11 rivets in bottom seam renewed, section of gunwale bar renewed and 15 rivets in way of same. No.4 "G" & 4 "H" shell bar for division between Crew's W.C. and bathroom riveted to same. Belting Port Side, One length of 6'-6" and one of 8'-0" renewed, also new block fitted to take in freeboard markings. Extreme After end of Keel strake, 6'-0" of doubler, 16" X 5/8" fitted over same, E.W. Starbd. Side:- "B" Strake, 18" of landing on bottom seam, bossing plate, chipped and caulked. "C" Strake, 3'-0" of landing on Stern Frame chipped and caulked. No.4 "D" (from fwd.) indentation in after frame space in same faired in place. No.2 "E", five small local sharp indentations in same faired in place. No.2 "F" two small indentations in same faired in place.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

## ANCHORS

Number of Certificate	Anchors*	Weight, Ex. Stock			Weight of Stock			Test per Certificate			Weight Required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

\* When a bower anchor is supplied, it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable		Length and Size per Rule		Description	Makers of Cables	When and where tested and Superintendent
	Length	Diam.	Statutory	Breaking	Supplied	Per Rule	Length	Diam.			
	Fathoms	Ins.	Tons	Tons	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms	Ins.			
3830	15	1 1/2	28.1	42.112	-	-	15	1 1/2	Stud Link Seattle	Seattle, Washington	
	✓	✓	✓	✓			✓	✓	Chain M.F. Co. A. Glenday	A.B. Surveyor.	
Iron Stream Chain or Steel Wire											

also four rivets in bottom seam of same renewed, also four frame rivets in same renewed. Rudder, same lifted, all pintles renewed and all bushes in gudgeons. Asdic Trunkway:- Trunkway fitted in No.1 Double bottom tank between frames 72 & 75 and 2'-3" wide, full depth of tank was removed and this section of tank converted to original condition, including fitting of new 16'-0" length of keelson and new centre sections of floors in way of frames No.72 to 75. Doubler of 1/2" plate over keel plate in way of same was retained and oval hole in same permanently closed by two 1/2" plates E.W., sealing run on bottom ground flush. The top plate of these two, slightly

Sd. W. J. Gordon  
Surveyor to Lloyd's Register.



REPAIRS, (Contd.): Tanks, Fore Peak Tank, Three beam knees reriveted, four rivets renewed in wash plate. No.1 D.B. Tank:- In addition to removal of Asdic trunk, 30 loose rivets in floor and intercostal angles renewed. After Peak Tank, Three rivets in wash plate renewed. Decks:- F'cle. deck recaulked. Bridge deck, recaulked. Boat deck and wood sheathing above Engineers Accommodation and Officers Mess Aft, fitted as new as per original arrangement, to Builder's Drawings. Galley:- Deck plating in way of galley renewed. Engine-room and Fiddley Casing:- Base of same for a depth of 12" renewed full length fwd. of E.R. door Port side, and fwd. of galley door, Starbd. side. Bulwark stanchions, all faired and refitted. Section of bulwarks on stern in way of minesweeping gear renewed. Top of Fiddley Casing which was set down, faired in place and reriveted. Two ventilators after end of hold, renewed. Masts & Rigging:- Foremast, renewed, Port & Starbd. double shrouds, Starbd. single shroud, Port and Starbd. wing stay. Mainmast, renewed Starbd. double shroud, Port and Starbd. wing stays. Mizzenmast, renewed Port and Starbd. double shrouds, Port and Starbd. single shrouds. All wire covered by approved certificates as to tests and manufacture. Steering Gear, all bushes in sheaves renewed, new pins made and fitted to same. Two new lengths of short link chain, 7/8" 4 1/2" X 2-15/16" covered by the Society's P.H. Netherton, Certificate No.2065, 9th, Nov. 1944 fitted, two other lengths repaired and tested locally. Anchors:- Shackle in spare Bower anchor and in Stream anchor freed. Numerous minor repairs and replacements to deck fittings due to wear and tear effected. General Equipment examined, and found in order.

*Geo. W. Dyar*  
Surveyor to Lloyd's Register.



© 2021

Lloyd's Register  
Foundation