

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 30th July, 1957 When handed in at Local Office 31st July, 1957 Port of Hong Kong.
 No. in Survey held at Hong Kong. Date. First Survey 20th July, 1957 Last Survey 29th July, 1957
 Book. 3935 on the Machinery of the Woodhouse Steel S.S. "TORRES BREEZE" ex "Mangola" (No. of Visits 3)

Gross 3352 Vessel built at Sydney, N.S.W. By whom Commonwealth Naval Dryd. Year. Month. 1920 9.
 Net 1922 Engines made at Melbourne. By whom Thompson & Co. Pty Ltd When 1920.
 Nominal MN 516 Boilers, when made (Main) 1920. (Donkey) -
 Power of Main Boilers 3 WTB Owners Cambay Prince S.S. Co., Ltd. Owners' Address -
 of Donkey Boilers - Managers John Manners & Co., Ltd. (If not already recorded in Appendix to Register Book.)
 Main Boilers 185 lb Port Hong Kong. Voyage -
 Donkey Boilers - If Surveyed Afloat or in Dry Dock Both.
 (State name of Dock.) Harbour and Kowloon Dock.

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

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years assigned now expired. | Machinery and Boiler Surveys (Including date of N.B., if any) |
|--|--------------------------------------|---|
| +100A1 shelter | | +LMC 7,52 |
| dk with fbd. | | BS 10,56 |
| 1,57 | | TS CL 5,56 |
| ssSyd. 1,53 | | |
| ss(Dr) 11,48 | | |

Report No. - Port -
 Particulars of Examination and Repairs (if any) Docking & M.B.S.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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. None reported.

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.

" Donkey " -

State for what reasons -

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

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? -

Latest date of internal examination of each boiler Port, Centre & Starboard 20-7-57.

Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes.

To what pressure were they afterwards adjusted under steam? 185 lbs. p.s.i.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? None.

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? NO.

Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has the shaft now been changed? NO. If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? -

State date of examination of Screw Shaft -

State the wear down in the

stern bush 5/32"

Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO.

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not tested.

Engine parts, when referred to by numbers, should be counted from forward.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Done for Docking :-

Vessel placed in drydock. Propeller, after end of stern bush and all underwater fastenings examined and found, or now placed, in good order.

Wear and tear repairs only effected.

Done for M.B.S. :-

Port, Centre and Starboard boilers examined throughout together with safety valves, mountings, manhole doors and fastenings and all found, or now placed in good order. Port, centre and starboard boilers subsequently examined under steam and safety valves adjusted to above stated pressure. No remote controls fitted, the ship being coal burning.

Repairs :- Wear and tear repairs effected to mountings.

Interim Certificate issued as per copy attached.

General Observations, Opinion, and Recommendation:-

The machinery of this vessel, so far as now seen,

(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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

is in safe working condition and eligible, in our opinion, to remain as classed with fresh record Main Boiler Survey 7,57, now.

Survey Fee (per Section 29) MBS \$672.00

Additional Damage or Repair Fee (if any) (per Section 29.) \$ 14.00

Surveying expenses (if chargeable) TUESDAY 24 SEP 1957

Fees applied for

29.7.1957

Received by me,

19

W. Ward & J. Moar

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed

See Rpt 8

Noted for Header

013346-013355-0294

Lloyd's Register Foundation

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

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

MBS due 10/57 now held

It is submitted that this
vessel is eligible for THE
RECORD. MBS 7/57

R
20/9/57



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