

8 NOV 1961

G.N. 11361

Rpt. 9

Date of writing report 25/10-1961

Received London

Port SHIMONOSEKI.

No. 1885

Survey held at Wakamatsu, Japan

No. of visits 3

First date 25, Sep., 1961

Last date 29, Sep., 1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20099 Name M.V. "LONDON BREEZE" Gross tons 4,939 Date of build 9-1936

Owners Cambay Prince S.S. Co. Ltd. Managers John Manners & Co. Ltd. Port of Registry Hong Kong

Engines made Gls By Barclay Curle & Co. Ltd. Type Oil Engine 2SA 3Cy. Doxford

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2 W.P. 120 lb

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey Damage.

Was Damage Report issued? Yes. Int. Cert.? Yes. (C-11486)

Last Report (For Head Office only) copy attached.

Hull	Machinery
100A1	IMC
with fbd.	ECS 3/57
SS 3/57	BA 3/61
DS 4/61	TS CL 12/59
DT-vegetable oil	SPS 3/57

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.

No Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

DOCKING Propellers - Wear Down of Stern Bushes - On Clanks - Sea Connections -

Fastenings - Has Screwshaft Tubeshaft been drawn? - Date of Examination - Has Shaft been changed? -

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved of Land

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods No. 3, good, please see under.

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

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 SCAVENGE 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 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion

the following Survey Records be made in the Supplement to the Register Book,

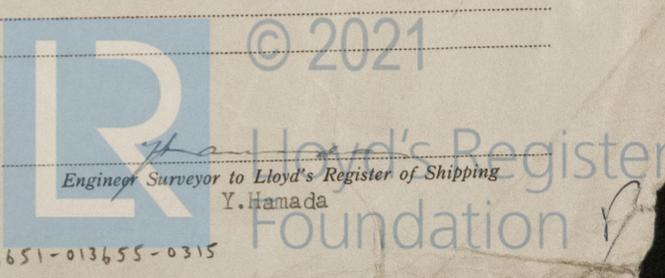
CS (with date) - when the Survey has been completed and that her Machinery Classification Record be

continued in the Book.

Date of Committee WEDNESDAY 22 NOV 1961

Decision Defered for comp CSM

Noted for Header



013651-013655-0315

If certificate is required state where to be sent.

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receiver & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass. *please see below* 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a	Generators.....	.....	l Generators & Governors.....
b	Exciters.....	.....	m Motors.....
c	Air Coolers.....	.....	n Switchboards & Fittings.....
d	Motors.....	.....	o Circuit Breakers.....
e	Air Coolers.....	.....	p Cables.....
f	Control Gear, Cables, etc.....	.....	q Insulation Resistance.....
g	Insulation Resistance.....	.....	r Steering Gear Generators and Motors.....
h	Insulating Oil Test.....	.....	s Navigation Light Indicators.....
i	Overspeed Governors.....	.....
j	Magnetic Couplings.....	.....
k	Air Gap.....	.....

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

MAIN..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.....
Spt.....

Boiler Securing Arrangements.....

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?..... Forced Circulating Pumps.....

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

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)

Repairs due to damage, stated to have been sustained at Kagoshima to seek refuge from Typhoon whilst on a voyage from Mount Manganui, to Kagoshima where she arrived on the 11th September, 1961.

For further particulars see Log Books and Smk. Rpt. LA-11529 attached herewith.

Main Engine, Found No.3 cylinder, bottom piston fractured on the inside jacket cone wall and 5 connecting bolts to piston rod broken.

Bottom piston crown renewed with new spare piston crown on board and the bottom piston rod in way of the crown fitting bolt face on the flange machined.

Found Piston skirt cracked at the bottom end and now renewed with new spare on board.

Windlass, Starboard side gypsy wheel was found excessively slack to the driving shaft and the driving shaft skimmed up in way of the wheel and brass bushing on wheel boss renewed.

Crank shaft was found excessively worn in way of bearing and now renewed.



LEAVE THIS SPACE BLANK

Survey fees

Damage fee ... £ 20-0-0

Expenses £ 1-10-0

Date when A/c rendered 1st November 1961
HONG KONG

