

Rpt. 9

Date of writing report 25/10-1961
Survey held at Wakamatsu, Japan

Received London
No. of visits 3

Port SHIMONOSEKI. No. 1885
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
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.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1 with fbd.	IMC
SS 3/57	ECS 3/57
DS 4/61	BA 3/61
	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.

DOCKING Propellers - Wear Down of Stern Bushes - On Class 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 on board

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)

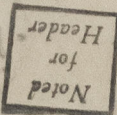
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
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 Deferral for comp CSM



Engineer Surveyor to Lloyd's Register of Shipping
Y. Hamada

013651-013655-0315

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
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT	
PROPULSION	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
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.

hmc

LEAVE THIS SPACE BLANK

Survey fees
Damage fee
Expenses

Date when A/c rendered 1st November 1961