

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th Nov., 1955. When handed in at Local Office \_\_\_\_\_ 19\_\_\_\_ Port of KOBE  
 No. in Survey held at Kobe Date, First Survey 17th Aug., Last Survey 17th Sept., 1955.  
 Reg. Book \_\_\_\_\_ (No of Visits 14)

34473 on the ~~Wood~~ ~~Iron~~ ~~Steel~~ S.S. "SYDNEY BREEZE"  
 TONNAGE: Built at Gls. By whom D. & W. Henderson & Co., Ltd. When 1920 MONTH \_\_\_\_\_  
 GROSS 5389 Owners China Shipping Co., Ltd., Owners' Address Alexandra House, HongKong.  
 UNDER DK \_\_\_\_\_ Managers John Manners & Co., Ltd. (if not already recorded in Appendix to Register Book)  
 NET 3246 Port belonging to Hong Kong

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Kobe Destined Voyage \_\_\_\_\_  
 Cell DBor DBa \_\_\_\_\_ feet: uE&B \_\_\_\_\_ feet: f \_\_\_\_\_ feet }  
 total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet. tons. }

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100AL	+LMC
SS 3,52	8,51
	BS 10,53
Dkg - 5,55	CL 8,54

only alterations in the existing records of tanks should be inserted.  
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. <sup>3527</sup> ~~1023~~ Port ~~SOA~~ CBO

Periodical Surveys, when held, must be reported in detail and serially 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.

In 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 painted on Ship and now verified \_\_\_\_\_ ft. \_\_\_\_\_ ins.

Was a damage report made by anyone else? if so, by whom? \_\_\_\_\_

REPAIRS, OR EXAMINATION AS PER RULE FOR Special Survey and O.F. Conversion.

NOW DONE:- Ship placed in drydock. Shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked September, 1955.

EXAMINED:- All holds, 'tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, plating in way of sidelights, overboard scuppers and discharge pipes, deck with machinery and other casings, superstructures, skylights and companionways, hatchways, covers, supports, tarpaulins, cleats, and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilator coamings and covers, air and sounding pipes (striking plates fitted) and cargo battens.

A Renewal Freeboard Survey has now been held. Report attached herewith. (P.T.O.)

SUMMARY 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								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Fall)
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Good		
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	Condition, how ascertained by examination	(State if wedges removed)
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	y
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	-	Caulking		Anchors, No. of	3B, 1S
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Cables (State if now ranged)	Yes
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 270 ✓ mean diam. 2 ✓	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length 270 ✓ size 2 3/16 ✓	
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Chain Locker	Good
Stringers	Good			" " at other places		Hawsers & Warps	Sufficient
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		Standing and Running Rigging	Efficient
Have the Tanks been examined internally?	Yes			Salting	State if examined	Sails	
Have the Tanks been tested?	Yes						

### General Observations, Opinion as to Class, Recommendation, &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, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of "No. 1-38."

It is submitted this ship is eligible to remain as now classed with record of drydocking 9,55 and notation SS Kobe 9,55, and also to have the notation of "Fitted Oil Fuel 9,55 F.P. above 150°F".

Survey Fee (per Section 23)	5.5	£ 186-0-0
Special Damage or Repair Fee (if any) (per Section 23)	O.F. Conversion	£ 50-0-0
Travelling Expenses (if chargeable)		£ 10-0-0
Second Surveyor's Fee (if any)		£ :

Fees applied for, DEC - 8, 1955

Received by me, \_\_\_\_\_ 19\_\_\_\_

*Chung Hing*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_

Character Assigned \_\_\_\_\_

*Write Kob (hull only)*

TUESDAY 21 JAN 1956

*9.55 Kob, without spec con (with endorsement)*  
*ss. Kob 9.55 + LMC 9.55*  
*spc 9.55 Fitted for oil fuel 9.55*  
 CERTIFICATE WRITTEN. F.P. above 150°F

002743-002749-0034 1/2

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Lloyd's Register Foundation

If a Survey also been held on the Machinery of the Ship? If so, in the Report sent now, or when will it be sent?

20m. 11.63 Transfer to... (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

In Certificate required? If so, to be sent to

EXAMINED (Internally) & TESTED:-

Fore and after peak tanks, all double bottom tanks, settling tank.  
All spaces previously cleared, ceiling, lining, cement and rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

WEAR AND TEAR REPAIRS:-

Anchors and Chain Cables ranged for examination.  
A new length of chain cable supplied verified with certificate see details.  
Port & Starb'd Cable Lifter renewed.  
1 Bower Anchor renewed.  
Rudder Lifted - 5 pintles built by E.W. machined and refitted.  
5 bushes renewed.  
Rigging - Fore Mast - 1 shroud & 4 rigging screw renewed.  
Main Mast 2 - rigging screw renewed.  
50 Wood Hatch boards renewed.  
Shell Plating Starboard - 2 H strake shell plates renewed in way of No.3 Hold.  
1 H Strake shell plate renewed in way of No.2 Hold.  
C Strake No.3 from forward - upper part cropped & part renewed.  
Port - 1 H strake shell plate renewed in way of No.3 Hold.  
Deck Plating Forecastle Deck 8 deck plates renewed.  
3 deck plates cropped and part renewed.  
Port side - 2 stringer plates doubled.  
Bridge Deck - Starb'd - Ford - 1 plate part doubled.  
Upper Deck - Ford - 2 deck plates, 1 stringer plate renewed, abreast No.2 hatch - Starb'd Side.  
1 Deckplate cropped and part renewed.  
Upper Deck - (Inside Bridge)  
Deck plating abaft No.3 hatch cropped and part renewed.  
Coal hatch ford of Boiler Casing (2 spaces) removed and plated over with new beam.  
Trimming hatches abreast Boiler Casing P. & S. removed, and plated over (4).  
2 Deckplates abreast E.R. Casing - Port - cropped and part renewed.  
Upper Deck aft Port stringer plate abreast No.5 Hatch renewed.  
Starb'd deck plate adjacent to No.4 Hatch renewed.  
2nd Deck No.1 Tween Deck Deck plating forward of No.1 hatch part doubled.  
No.2 Tween Deck Port stringer plate part doubled.  
Deckplating ford of No.2 Hatch part doubled.

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

USED ANCHORS. - STATUTORY TEST ONLY.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.				Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.				qrs.	lbs.
A 24537	1st Bower	63	3	0				50	7	0	0	Hall Type	-	Osaka 24/8/55
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Stann-ory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.			
CC-23678	61.8	2 3/16	86.15	120	153	2 4	60	2 3/16	60	2 3/16	C.S.S.L	Komatsu Mfg. Co., Ltd.	Komatsu 21-6-55 MH

No.3 Tween Deck 1 Starb'd Dkplate ford of No.3 Hatch cropped and part renewed.  
Trimming hatch coaming P. & S. removed & plated over.  
No.4 Tween Deck Stringer plate P. & S. part doubled.  
No.5 Tween Deck Stringer plate P. & S. part doubled.  
Deckplates abaft No.5 Hatch part doubled.

Bulwarks

Upper Dk forward - port B.A. Rail bar fitted with doubling strap. starb'd B.A. Rail bar fitted with doubling strap at aft end.  
Upper Dk aft - port - 2 Bulwark plates cropped and part renewed and 2 doubling plates fitted in way of bulwark stays. 1 Bulwark stay renewed.  
starb'd - 2 Bulwark plates cropped and part renewed.  
Bulwark Rail part fitted with doubling strap.  
2 Bulwark stays renewed.  
6 doubling plates fitted in way of stays.

(Cont'd.)

Saloon Deckhouse - Bridge Deck. Base plate P. & S. and at fore and aft ends part doubled.  
Engineers Deckhouse - Bridge Deck - Port - base plate part doubled.

Fore Peak 2 Port side shell angles renewed. reinforced approximately 50 defective floor rivets renewed.

Chain Locker 1 Bulkhead stiffener fitted with reverse angle. Fore Peak Bulkhead part doubled.  
No.1 Hold Fore Peak Bulkhead plating part doubled.  
No.2 Hold Tween Deck bulkhead base plate doubled P. & S. in way of stringer plate.  
No.3 Hold T & A Transverse bulkhead base plates part doubled.  
Aft bulkhead wing plate starb'd cropped and part renewed.  
All bilge brackets doubled in way of Tank side connection.  
Aft bulkhead - 2 bulkhead plates renewed.  
All frames Port & Starb'd - reinforced with welded strap in way of bilge cracket and cement chock.

No.4 Hold Port - 3 frames cropped and part renewed and 22 frames, reinforced with welded strap in way of bilge bracket and cement chock.  
Starb'd - 25 frames cropped and lower part renewed.

Port Side Bulkhead Stiffeners, 2 bottom brackets renewed and 5 fitted with reverse bars.  
Horizontal bracket bulkhead to shell P. & S. renewed.  
Aft W/T bulkhead Base Plate renewed P. & S.

Casing top part doubled.  
Ash Shoot removed. Shell & deck holes now plated over.  
Coal Hatch - Starb'd Bridge Deck - Coaming at fore end cut away each side & end and hatch reduced in size to 4' x 4'.

S.R.L.:- 1 Bower Anchor and 60 fathoms of cable have now been supplied to this ship. Marks verified with certificate see details.  
Port and Starb'd Cable Lifter renewed at this time.  
It is recommended that the above items could be deleted from the S.R.L.  
Shell Plate No.4 (PSF) specially examined and the damage is not considered to impair the ship seaworthiness and it is recommended this subject could now be classed as an endorsement.

O.F. CONVERSION:-

Nos.1,2,3,5 W.B. D.B. Tanks converted to O.F. D.B. Tanks.  
Watertight Floors 46,73,92,116,142,175 now made O.T.  
Cofferdams Ordinary Floors 74 & 91 now made in O.T. Floors making cofferdams between O.F. D.B. Tanks & No.4 F.W.D.B. Tanks, fitted air pipes and suction and sounding pipes.

Fuel Oil Settling A Settling Tank separate from the ship structure, complete with seating, air pipes suction and heating pipes etc. now fitted.  
All tank top seams clear of hatch ceiling welded.  
All the requirements of Section D.20 have been complied with where applicable.

Change of Name: Now "SYDNEY BREEZE" - Port of Registry: Hong Kong.

Owners: China Shipping Co., Ltd.,  
Alexandra House, Hong Kong.

Interim Certificate No. B-24958 issued - copy attached.  
LLST No. 24920 " " "  
Rpt. 14 attached.  
Rpt. C11 & C12 & C11 (Contd). attached.