

The class is subject to the centre boiler centre furnace back combustion chamber plate and port boiler starboard combustion chamber top outboard aft corner being dealt with on the vessel's arrival at Japan from Colombo.

2 E

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

S NAME "SYDNEY BREEZE" REPORT Kob. No. 3161

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

of Survey COMPLETION OF SPECIAL SURVEY OF ENGINES AND BOILERS

LMC.

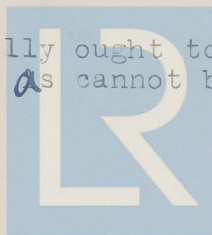
This Survey, due 1. 54. ^{now} ~~partly~~ held. Vessel in dry dock. ^{now} completed, and the following repairs carried out (due to wear and tear):-

Vessel converted to burn oil fuel F.P. above 150 F. in accordance with approved plans and extensive repairs done.

It is submitted the vessel is eligible to remain as classed, with notation of LMC 9.55. sps. 9.55. as recommended, with the notation:- "Fitted for oil fuel F.P. above 150 F." *without Speedometer*

The attention of the Surveyors really ought to be drawn to the contents of Circular 2001 in such terms as cannot be misunderstood.

*see
determination
now*



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