

Rpt. 8

Port Shimonoseki. No. 940

Date of writing Report 4-4-1959.

When handed in at Local Office

Received London

19 MAY 1959

Survey held at Tsukumi, & Moji, Japan

No. of Visits 4

First Date 19-3-59

Last Date 1st Apr. 1959.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B. 81122 on the Iron or Steel S.S. "SUVA BREEZE"
Built at Middlesbrough By Whom Sir R. Dixon & Co. Ltd.
Owners Cambay Prince S.S. Co. Ltd. Owners' address (If not already in R.B.)
Managers John Manners & Co. Ltd. Port of Registry Hong Kong
Surveyed Afloat or in Drydock Afloat Name of Dock Date of last exam. in Drydock -

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 31592 Port
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
100A1 (Dr) 8/56	LMC
shelter dk with fbd	Engines 8/56
SS Kob (Dr) 8/56	Boilers M 6/58
Docking 2/58	Tailshaft CL 2/58N
Carrying molasses in topside tanks & in side tanks in No. 2 & 3 holds	Steampipes 8/56

dates and references to any letters relating to this Report

Damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined Yes

See damage Rpt. No. LA-7371.

Freeboard as marked on ship and now verified - ft - ins

Was a damage report made by anyone else? If so, by whom? No

AMINATION AND REPAIRS AS PER RULE FOR Damage.

stated to have been sustained through heavy weather on the following dates 26th February, 1959 to 1st March, 1959, 8th March, 1959 to 11th March, 1959 and 17th March, 1959 to 18th March, 1959 all inclusive, whilst on voyage Townsville, Australia to Moji, Japan.

Now Done for Damage Ship afloat.

Found Upper (weather) deck plate 2nd inboard (s.s.) fractured for whole width of plate between beams 68 and 69. This fracture took place along a welded butt of an insert plate fitted at some previous date.

As the Owners wished permanent repairs to be carried out at Hong Kong where ship now proceeding, A welded doubling plate was fitted after removal of wood deck in way.

On completion of temporary repairs cement fitted in lieu of wood deck and complete repair tested and found tight.

It was also stated by the Owners representative that when ship reached Hong Kong the Owners may decide to sell the ship to ship breakers.

Minor damage to main deck steam pipe and steam pipe casing also carried out.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? No

Is Classification Certificate required? If so, to be sent to No

If so, is the Report sent now, or when will it be sent? None

Has Interim Certificate been issued? Yes, (No. C-7353) copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

The ship so far as now seen, is eligible in our opinion to retain as now classed without record of Survey, subject to temporary repairs to upper deck plate 2nd inboard starboard between frames 68-69 (doubled) being permanently repaired at Hong Kong where ship now proceeding direct and to all other conditions at present attached to the ships class being dealt with as previously recommended.

J.R. Cheshire & A. Imaizumi
Surveyors to Lloyd's Register of Shipping

J.R. Cheshire & A. Imaizumi.

Date of Committee

THURSDAY -2 JUL 1959

Minute

As now subject

Noted for Header



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Write H.K.

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		SURVEY	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank	
Rudder lifted		A.P. "	
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams	
Hatchways, Covers, closing and securing appliances			
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks	
Holds		Deep Tanks	
		Oil Fuel Bunkers and Settling Tanks	
'Tween Decks		Side Tanks	
		Wing Tanks	
Fore Peak Spaces		Other Tanks	
After " "		Cargo Tanks (Tankers)	
Engine Space			
Boiler "		Cofferdams	
Under Engines and Boilers		Pump Rooms	
Tunnel and Well			
Coal Bunkers			
Chain Locker			
Other Spaces			
		Have Tanks now Examined been Cleaned as Necessary?	
		Have Strums in Cargo Tanks (of Tankers) been removed?	
		Have Tanks been Retested as necessary after completion of any Repairs?	

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

Have the shell and deck plating been drilled as per Rule? If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—		
Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee

Special Damage or Repair Fee (if any) £20- 0- 0

Travelling Expenses (if chargeable) 9- 7- 0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

28 MAY 1959

LONDON