

Rpt. 9

Date of writing report 9.5.59

Survey held at SINGAPORE

Received London

Port SINGAPORE

No. of visits 4

First date 8.4.59.

Last date 24. 4.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 80949 S.S. "SUMMIT I"
Name M.V. COMPANIA MARITIMA CENTRAL S.A. Managers -
Engines made 1941-9 By De Laval S. Turb Co.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2WTB W.P. 500 lb Spt. 465 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Gen. Exam. MBS & Reps.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Gross tons 7875 Date of build 1941-9
Port of Registry MONROVIA
Type 2 steam turbines IR geared to sc.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100AL carrying petroleum in bulk.	+LMC
Dkg.	MBS
SS.N.Yk.	TSCL
	Sps.

Mchy.aft. OF9/41

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 Oil Glands 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 oil gland?

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

1 Cyls., Covers, Pistons & Rods

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 Lovers

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

OPINION OF MACHINERY AND RECOMMENDATIONS Have Main Engines been tested working and manoeuvring? Yes

The machinery of this vessel in my opinion is eligible to remain as classed with fresh record of MBS 4,59.

Date of Committee THURSDAY 18 JUN 1959

Decision MBS Deferred for ES 4.59

But assign MBS 4.59

Noted for Header

Engine Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

003611-003619-0118

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 Receivers & 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).....

PROPULSION		ELECTRICAL EQUIPMENT	
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 Port (8. 4. 59) Good
Starboard (8. 4. 59) Good
Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings Good
A 11 470 lbs/ " At the request of Chief Engineer
Safety Valves Adjusted to { Sat. 450 lbs "
Spt.
Boiler Securing Arrangements Good

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes
Funnel Good

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 Wear and Tear :-

Port and Starboard Boilers:-

Furnace brickwork in both boilers part rebuilt.
Minor repairs to mountings.
Induction Fan starboard impeller renewed (wasted and buckled) -
Fan subsequently examined under normal working conditions with
satisfactory results. Two (2) lengths of wasted deck steam
piping to windlass repaired.

General Examination:- In accordance with London Letter dated 3rd March 1959.-
Main and Auxiliary machinery, including steering gear and windlass, generally
examined and subsequently under working conditions and found satisfactory.
(Please see Rpt. 8 attached).

Survey fees MBS \$280
Rps. 75

Damage fee ...
Expenses... (See Rpt. 8)

Date when A/c rendered 14/5/59

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