

REC'D NEW YORK MAY 14 1958

Rpt. 9

Date of writing report May 7th., 1958

Survey held at Jacksonville, Fla.

Received London

No. of visits 32

Port Jacksonville, Fla.

No. 2134

First date 4/21/58

Last date 5/6/58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29830 S.S. Name "SUMMIT I" Gross tons 7875 Date of build 9, 1941
Owners Compania Maritima Central S.A. Managers - Port of Registry Monrovia
Engines made 1941 By DeLaval S. Turb. Co. Trenton. Type S Tanker-Machy. Aft.
No. of Main Engines 1 No. of Screws 2
No. of Main Boilers 2 W.P. 500 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Generator Installation & Dge.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+IMC
DS-1, 57	Eng. 6, 54
SS- N.Yk. -6, 54	MBS-2, 57
Carrying petroleum in bulk.	CL-11, 55N
	SP-2, 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 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 Levers
- 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?

OPINION OF MACHINERY AND RECOMMENDATIONS

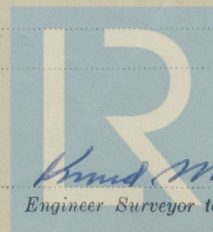
The machinery of this vessel, so far as now seen, is in good and efficient condition and eligible, in my opinion, to remain as Now Classed, without Fresh Record of Survey.

Noted for Header

Date of Committee

Decision

NEW YORK MAY 21 1958



© 2020

Lloyd's Register of Shipping

003611-003619-0134

If certificate is required state where to be sent.

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)

ELECTRICAL EQUIPMENT

Table with columns: PROPULSION, PORT, STARBOARD, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN, AUXILIARY, DONKEY or PRESS. Includes sections for Superheaters, Safety Valves, Mountings, Doors & Fastenings, Safety Valves Adjusted to, Boiler Securing Arrangements, Main 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)

Stbd.Aft.Generating Unit: At this time Owners replaced excessively worn G.E.Turbine for After Generator with a 240 K.W.Westinghouse Steam Turbine engine obtained from National Metal & Steel Corp., Terminal Island,California, same having been examined at Los Angeles,March 21st.,1958. Present G.E.Turbine removed, Generator removed to shop. Special coupling made to connect new Westinghouse gear with existing G.E. Generator. Generator armature coupled to Westinghouse gear placed in lathe and checked for alignment. Necessary changes to Foundation effected. Generator with Westinghouse turbine installed on foundation properly aligned,necessary changes to oil and steam piping made,test run carried out and over-speed trip set. Damage to Main Circulator Motor: Stated sustained April 7,1958,while on a voyage from Victoria,Brazil to Aruba,N.W.I.,when bilge water caused main field coils to burn out. Motor disassembled,armature cleaned,baked out and recoated. New field coils installed. Motor reassembled and proven ingood order. Safety Equipment. Independent cable from Emergency Generator Switchboard to Emergency Transmitter installed at this time. Entire CO2 system checked by Walter Kidde Co..

Survey fees \$100.00

Damage fee 6.00

Expenses...

Date when A/c rendered May 7th., 1958