

Rpt. 9

Date of writing report 31st December, 1957.

Received London

27 JAN

Port

COLOMBO

No. 4106

Survey held at

COLOMBO

No. of visits

FOUR

First date

27th Dec. '57

Last date

31st Dec. 1957

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20856 S.S. Name "MINTAIC" Gross tons 6806 Date of build 4 - 1925
Owners Mintrac Cia. Ltda. Managers Port of Registry PUERTO LIMON
Engines made Gls. By McKie & Baxter Ltd. Type T 3 Cy
No. of Main Engines No. of Screws
No. of Main Boilers 3 SB W.P. 200 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat.
Nature of Survey RPRS. TO MAIN CONDENSER & AIR PUMP
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
BS*	MBS* Engine 6/56
Dkg	Boilers 6/56
SS Rot (Dr)	CL Tail shaft 12/56
	Steam pipes 6/56

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

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

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed.

Date of Committee

TUESDAY 1 FEB 1958

Decision

Deferred for comp. MBS

50m. 3.50. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

014566-014573-0311

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)
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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 AUXILIARY, DONKEY or PRESS
.....
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated 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)

Repairs on account of stated decrease in vacuum from 24" to 16".
Now Done:- The main condenser, main engine driven air pump and the connecting piping tested filled with water.

A number of condenser tubes in the lower nest found leaking at the packing made tight, and minor leakages at the condenser shell riveting and at pipe connections to the condenser made tight.

The air pump opened out, examined and found in good condition. At the request of the Chief Engineer a complete new set of "KINGHORN" suction, bucket and head valves on hand as spares was fitted.

On completion of repairs the main engine vacuum was found satisfactory.

NOTE:- The information about completion of the boiler survey was not received at this office until after the ship had departed therefore no reference was made to this in our Interim Certificate.

LEAVE THIS SPACE BLANK

Survey fees ... Repairs on Mch. - Rs. 640.00

Damage fee ... Rs. 36.00

Expenses... Sunday Fee - Rs. 100.00

Date when A/c rendered 31st December, 1957.