

Rpt. 9

Date of writing report 12th Feb. 1959  
Survey held at Yokohama

Received London

No. of visits 1

Port YOKOHAMA

First date and

No. 2813  
Last date 12th Feb. 1959

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 82865 S.S. "TRANSKIPPER" Gross tons 7299 Date of build 1944  
Owners Transatlantic Carriers Corp. Managers Port of Registry Monrovia  
Engines made 1944 By Springfield Mchy. & Fdry Co. P.Me. Type T3Cy. 24 1/2" 37" & 70" x 48"  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2 WTB W.P. 250 lb. Spt 230 lb.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey Damage  
Was Damage Report issued? Yes Int. Cert.? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 Al	LMC
Carrying oil FP above 150°F in	Engine 5/57
DTa.	BS M 5/58
SS Msl. 5/57	TS CL 5/58 N
Dkg. 5/58 EW	Sps 5/57 OF

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

SUPERCHARGERS

MAIN TURBINES

- 16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

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 an efficient condition and eligible in my opinion to remain as now classed without fresh record of survey, subject to the Propeller being specially examined at next dry docking.

Date of Committee

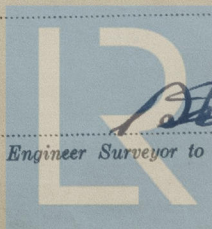
Decision

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.)

/hy

TUESDAY 21 APR 1959

As now subject



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Engineer Surveyor to Lloyd's Register of Shipping

Foundation

012624-012630-0093



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	
PROPULSION	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?.....

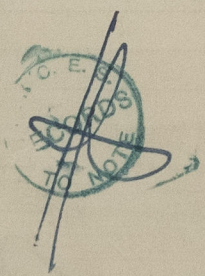
PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

FOUND	RECOMMENDED
Bronze, 4 blade propeller, one (1) blade bent aft approx. 4" at tip in way of leading edge over an area of approx. 30" x 9" and fractured approx. 2½" long in way.	Blade to fair in place, fracture to vee out and braze after stoppering.

The above recommendation was efficiently carried out at this time.

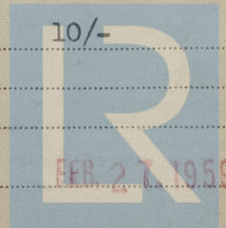
S.R.L.:— It is recommended that the Propeller be specially examined at next dry docking.

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Survey fees ... £ 8- 0- 0  
Damage Report Incorporated with Hull  
Damage fee ...  
Expenses... ... 10/-

Date when A/c rendered.....



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