

E3 MAR 1959

Rpt. 9

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

Received London
No. of visits 1

Port YOKOHAMA No. 2813
and
First date and Last date 12th Feb. 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 82865 S.S. Name "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?

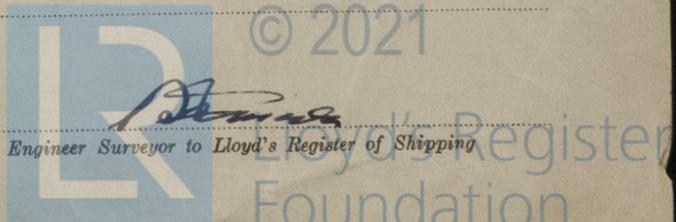
- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- Cyls., Covers, Pistons & Rods
 - Valves & Gears
 - Connecting Rods, Top Ends & Guides { Side
Centre
 - Crankpins & Bearings { Side
Centre
 - Journals & Bearings
 - MAIN ENGINE DRIVEN AIR COMPRESSORS
 - Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Coolers & Safety Devices
 - MAIN ENGINE DRIVEN SCAVENGE PUMPS
 - Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Levers
 - SCAVENGE BLOWERS
 - SUPERCHARGERS
 - MAIN TURBINES
 - 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 TUESDAY 21 APR 1959
Decision As now subject



012624-012630-0093

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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)

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD				
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)

DAMAGE to Propeller Blade stated cause and date unknown.

FOUND
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.

RECOMMENDED
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.

LEAVE THIS SPACE BLANK

Survey fees ... £ 8- 0- 0

Damage Report Incorporated with Hull
Damage fee ...

Expenses... 10/-

Date when A/c rendered



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FEB 2 1959

WYK 3