

Rpt. 9

Date of writing report August 2nd, 1960.

Survey held at MONTREAL, Que.

Received London

Port MONTREAL

No. 13590

No. of visits 8

First date May 4th/60.

Last date July 29th, 1960.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 10768 Name S.S. "ITHAKA" ex "Federal Explorer"

Owners Ithaka Shipping Limited

Gross tons 2057

Date of build 1922 - 10

Engines made 1922 By Worthington Corporation.

Managers

Port of Registry NASSAU, N.P.

No. of Main Engines 1 No. of Screws 1

Type T 3Cy.

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 180 lb.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Part ES & MBS

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Table with columns for Hull and Machinery. Hull: BS*For service on the Great Lakes & limited coasting service, North American ports, W. Indies, Central America & N.E. Coast of S. America but not W. or N. of Cape Spencer or South of 6°N. S.S. 4/56, A.S. 9/59. Machinery: MBS* ES 4/55, MBS 9/59, TS(C.L) 4/59, SPS 5/58, D.S. 5/59.

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 H.P., I.P. & L.P. - Good

2 Valves & Gears H.P., I.P. & L.P. - Good

3 Connecting Rods, Top Ends & Guides Centre H.P., I.P. & L.P. - Good

4 Crankpins & Bearings Centre H.P., I.P. & L.P. - Good

5 Journals & Bearings All Good.

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

18 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

26 CONDENSERS (MAIN & AUX) Good - Tested.

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 is eligible in our opinion to remain as classed with record of MBS 5,60 and SPS 5,60 now and ES (with date) when the survey has been completed.

Date of Committee TUESDAY 13 OCT 1960

Decision MBS 5.60 SPS 5.60

Noted for Header

A.K. McDougall & D. McKinnon Engineer Surveyor to Lloyd's Register of Shipping (A.K. McDougall & D. McKinnon)

26 SEP 1960

YES NOW 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) Air Pump (Port Forward) Main Cir. Pump, O.F. transfer pump, Ballast Pump
 (Starboard Fwd.) G.S.Pumps (two Starbd.) Sanitary Pump (Starbd.Fwd) Feed Pump (Port) Port & Starbd. Fuel Oil Units,
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good. Standby Fuel Oil Unit - ALL GOOD.

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) Oil Fuel - Good

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 Good 45 Windlass 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Main Circulating Pump Engine
 Generator Engine (Port Side) - Both Good.

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors Good
b Exciters			m Motors Good
c Air Coolers			n Switchboards & Fittings Good
d Motors			o Circuit Breakers Good
e Air Coolers			p Cables Good
f Control Gear, Cables, etc.			q Insulation Resistance Good
g Insulation Resistance			r Steering Gear Generators and Motors -
h Insulating Oil Test			s Navigation Light Indicators Good
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 11/5/60, Starboard 11/5/60.

AUXILIARY, DONKEY or PRESS

Superheaters -
 Safety Valves Good
 Mountings, Doors & Fastenings Good
 Safety Valves Adjusted to { Sat. 180 P.S.I.
 { Spt. -
 Boiler Securing Arrangements Good
 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? Yes Forced Circulating Pumps
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Good Steel Auxiliary (over 3 in. bore) Good Steel
 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)

This vessel was purchased by the present owner from Federal Commerce and Navigation Company Ltd. following an outbreak of fire in the Boiler room. As a result of this fire the following Permanent Repairs and tests have now been carried out.

- Both main boilers were stripped of lagging and hydraulically tested.
- All fuel oil lines in boiler room stripped of lagging and hydraulically tested.
- All steam lines in boiler room stripped of lagging and hydraulically tested.
- All flexible oil fuel lines renewed.
- All pressure gauges in boiler room renewed.
- All pipe lines in boiler room re-jointed and all valves repacked.
- All light fittings and wiring in boiler room renewed and megger tested.
- All tests carried out were satisfactory and following tests all pipe lines and boilers were lagged.
- All pumps in the Boiler Room were opened up and examined along with O.F. Heaters, which were tested hydraulically.

LEAVE THIS SPACE BLANK

Survey fees ... \$270.00

Damage fee ...
 Expenses... \$25.00

Date when A/c rendered

SEP 1 - 1960

