

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23rd May, 1947 When handed in at Local Office 28th May, 1947 Port of Baltimore, Maryland

No. in Reg. Book 75946 Survey held at Baltimore, Maryland Date, First Survey 13th April, Last Survey 30th April, 1947 (No. of Visits Nine)

on the ~~Woodstock~~ Steel S.S. "CAPTAIN FARMAKIDES" (ex "James M. Goodhue")

TONNAGE:—

GROSS 7176

UNDER DK. —

NET 4380

Built at Los Angeles

By whom California Shipbuilding Company When 1943

Owners Rethymnia and Kulukundis

Owners' Address —

(if not already recorded in Appendix to Register Book).

Managers —

Port belonging to Syra

Surveyed Afloat or in Dry Dock? Both Name of Dock Maryland Drydock Co. Destined Voyage —

Cell DBor DBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as }
painted on Ship and now verified } 9 ft. 8 1/2 ins.

Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey for contemplated classification.

The above named vessel (Liberty type EC2-S-C1) has now been bought by the above named owners and submitted for Special Survey and for freeboard assignment.

Vessel placed in drydock, bottom and rudder cleaned, examined, and recoated. Holds, peaks, tween decks and machinery spaces examined.

Double bottom tanks, peak tanks, deep tanks, and O. F. bunkers examined internally and forepeak tank, after peak tank and Nos. 1 and 4 double bottom tanks tested as per Rule.

Anchors and chains ranged and examined, also decks, chain locker, ventilators, casings, steering gear, windlass, masts, rigging and general equipment, hatch coamings, covers and supports, W.T. doors, and air and sounding pipes examined. Freeboard verified.

War defense structures and fittings removed and permanent ballast removed from hold bilges.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE

Decks Good
Caulking of Decks "
Coamings "
Beams & Fastenings "
Outside Plating "
" " in way of sidelights —
Frames Good
Reverse Frames —
Longitudinals —
Transverses —
Floors Good
Keelsons "
Stringers "
Inner Bottom Plating "
Have the Tanks been examined internally? Yes
Have the Tanks been tested? Partly

Bulkheads Good
Ceiling "
Cement or Asphalt "
Rudder "
Steering gear and its connections Good
Windlass "
Have pumps been examined and found efficient? Yes
Have Sluice Valves been examined and found efficient? —
Have Watertight Doors been examined and found efficient? Yes
Have Ventilators and their Coamings been examined and found efficient? Yes
Air and Sounding Pipes Good
Doubling Plates under Sounding Pipes

Engine Room Skylights Good
Coal Bunkers, Openings, Covers, &c. —
Oil Bunkers Good
Scuppers "
Cargo Hatchways "
Hatches "
Planking —
Caulking —
Treenails —
Breasthooks & Stemson —
Transoms, Pointers & Crutches —
Timbers of Frame at openings —
" " at other places —
Stringers, Clamps & Shelves —
Salting —
(State if examined.)

Copper, or Y.M. —
(State if on Fell.)
When fitted, Month — Year —
Boats Good
Masts, Yards, &c. "
Condition, how ascertained by examination (State if wedges removed.)
Equipment letter A
Anchors, No. of 3 B 1 S
Cables (State if now ranged) Yes
" length 300 mean diam. 2 1/16 (on board)
" Rule length 270 size 2" C.S.
Chain Locker Good
Hawsers & Warps "
Standing and Running Rigging Good
Sails —

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel being now so far as seen in good and efficient condition appears worthy to be classed L00 A1 with record of Survey Bal. 4-47, and notations of Special Survey when the hinged steel watertight door to shaft tunnel has been replaced with a sliding watertight door operated from the freeboard deck and when the Nos. 2, 3, 5, and 6 double bottom tanks and Nos. 1, 2, and 3 deep tanks have been tested.

Survey Fee (per Section 29) £ See First Entry

Special Damage or Repair Fee (if any) (per Sec. 29) £ Report :

Travelling Expenses (if chargeable) £ :

Bond Surveyor's Fee (if any) £ :

Fees applied for,

— 19

Received by me,

— 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK JUN 4 1947

Character Assigned

C. PARTLY HELD



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Lloyd's Register Foundation

007888-007894-0127

Fore and after peak tanks cement washed.

Rudder taken to ship and heel pintle bush fitted.

Steering gear and hinged watertight doors overhauled.

Cargo booms rigged, overhauled and tested.

Cargo battens and wood pipe casings completed as necessary, also 50 wood hatch covers supplied.

New set of bolts supplied for deep tank covers.

Spare bower anchor and 30 fathoms chain supplied.

A large number of minor repairs effected.

A 16" x .75 crack arrester riveted strap fitted at top edge of sheerstrake plate (p & s) from No. 1 hatch to No. 5 hatch.

Deck doublers fitted in way of ventilators at forward end of deckhouse (p & s).

3 angle reinforcements fitted at lower flange of hatch end beam and flange of deck girder at each corner of Nos. 2, 3, and 4 upper deck hatchways.

Time did not permit replacing the hinged W.T. tunnel above with a sliding type door.

To complete Special Survey: Double bottom tanks Nos. 2, 3, 5, and 6 and deep tanks to be tested, also sliding W.T. door operated from freeboard deck to be fitted to tunnel bulkhead.

Vessel measured for freeboard assignments (See Report C 11 and C 11 (Comp.)) existing marks verified and provisional certificate issued on basis of American Bureau Assignment.

ANCHORS.

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.