

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 3 JUL 1947)

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

No. in Book Survey held at Baltimore, Maryland Date, First Survey April 1st, Last Survey May 2nd, 1947

5946 on the Machinery of the ~~Wood Iron~~ Steel S.S. "CAPTAIN FARMAKIDES" (ex "James M. Goodhue") (No. of Visits 10)

Tonnage { Gross 7176
 Net 4380
 Nominal Horse Power 660 MN
 No. of Main Boilers 2
 No. of Donkey Boilers -
 Working Pressure Main Boilers 240 lbs.
 Donkey Boilers -

Vessel built at Los Angeles, California By whom California Shipbuilding Corp. When 1943
 Engines made at San Francisco, California By whom Joshua Hendy Iron Works. When 1943
 Boilers, when made (Main) 1943 (Donkey) -
 Owners Messrs. Bethymnis and Kulukundis Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Managers - Port Panama Voyage -
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Maryland Drydock Company

Previous Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where a damage report has not been made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report been made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? -

Where a survey was not done, state for what reasons? -

What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Latest date of internal examination of each boiler Port and starboard April 15th, 1947 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 240 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? Yes If so, state reasons Shaft fractured at forward end of keyway.

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Date of examination of Screw Shaft April 15, 1947 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Now done for docking: Vessel on floating dock, after end stern and ship's side fastenings, all sea connections checked up, cleaned, examined, valves ground in, glands repacked, covers rejointed, tail shaft drawn, fractured, replaced with spare shaft. Identification marks C.F.Co. 74L105-6, 8037-1, AB 264, J.C.S. 3-28-47, Propeller refitted, replaced, stern gland repacked.

For LMC: Examined main engine in its entirety, including cylinders, valve chests, pistons, valves, rods and crossheads, crosshead and crankpins, bearings and fastenings, crank shaft with thrust and line of shafting, journals, rings and fastenings; also engine and thrust holding down bolt. All pumps examined throughout their steam and liquid ends and/or impeller and impeller casings, main and auxiliary condensers examined (Tested). Steering and windlass line cylinders, chests and working parts examined and found in order.

Port and starboard boilers examined internally with their doors and fastenings, tubes cleaned internally and

General Observations, Opinion, and Recommendation:— (PLT.O.) State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.) CS 3,34,

The machinery of this vessel as now seen is in a good and efficient condition and suitable in my opinion to be classed with this Society, with record of tail shaft seen TS (CL) 4-47 and with record of LMC, when feed regulators have been fitted to port and starboard boilers.

Survey Fee (per Section 29) \$ See: First
 Special Damage or Repair Fee (if any) \$ Entry : 19
 (per Section 29.) Report
 Selling expenses (if chargeable) \$: : Received by me, 19

Committee's Minute NEW YORK JUN 4 1947
 Signed *Glass contemplated*
 T.B. (1947) 240 lbs.
 S. 4, 47.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Classification Contemplated		

Insert Character of Ship and Machinery precisely as in the Register Book



S.S. "CAPTAIN FARMAKIDES" (ex "James M. Goodhue") Machinery Continued

externally, examined and sighted. All boiler connections opened up, cleaned, examined and found or placed in good order. Boilers examined while subject to a hydrostatic test at 375 lbs. per square inch, and also under steam working pressure. Safety valves adjusted under steam, steam drum valves at 240 lbs. pressure, superheater valves 230 lbs. pressure.

Electrical Installation: Steam dynamo engines and generators Nos. 1, 2, and 3 examined throughout. Generators cleaned, megger tested along with their cables, circuits and electrical appliances and found in good order.

On completion of examination, main and auxiliary machinery, boilers and electrical installation examined while subject to a four-hour dock test under working conditions and found in good order.



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