

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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

Survey held at Baltimore, Maryland Date, First Survey April 1st, Last Survey May 2nd, 1947
(Number of Visits 4)

5946 on the S.S. "CAPTAIN FARMAKIDES" (ex "James M. Goodhue") Tons Gross 7176 Net 4380

built at Los Angeles, Cal. By whom built California Shipbuilding Corporation Yard No. 727 When built 1943

Engines made at San Francisco, California By whom made Joshua Hendy Iron Works Engine No. 8142 When made 1943

Boilers made at California By whom made Western Pipe and Steel Company Boiler No. P 108 S 109 When made 1943

Registered Horse Power 2500 Owners Messrs. Rethymnis and Kulukundis Port belonging to Panama

Nom. Horse Power as per Rule 660 MN=668 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended -

ENGINES, &c.—Description of Engines Direct Acting Condensing Triple Expansion Marine Engine Revs. per minute 76

Dia. of Cylinders HP 24 1/2 - IP 37 - LP 70 Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.28" Crank pin dia. 14.25" Crank webs Mid. length breadth 28.5" Thickness parallel to axis 7.125"
as fitted 14.25" Mid. length thickness 9" Thickness around eye-hole 7.125"

Intermediate Shafts, diameter as per Rule 13.3" Thrust shaft, diameter at collars as per Rule 14.25"
as fitted 13.5" as fitted 14.25"

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 14.8"
as fitted - as fitted 15.25" Is the {mbe} shaft fitted with a continuous liner { Yes

Bronze Liners, thickness in way of bushes as per Rule .757" Thickness between bushes as per Rule .567"
as fitted .8125" as fitted .6875" Is the after end of the liner made watertight in the

Propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive -

two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after end of the tube 5 feet

Propeller, dia 18' 6" Pitch 16' 5" No. of Blades 4 Material Manganese Bronze whether Moveable No Total Developed Surface 117 sq. ft.

Speed Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. Two Diameter 4.5" Stroke 26" Can one be overhauled while the other is at work Yes

Feed Pumps {No. and size Two 12"-8"-24" Vertical Simplex Pumps connected to the {No. and size Two 10"-11"-12" Vertical Duplex 4 2 M.E. rams.
{How driven Steam-rating 200 G. P. M. Main Bilge Line {How driven Steam-rating 560 G. P. M.

Ballast Pumps, No. and size One 10"-11"-12" Vertical Lubricating Oil Pumps, including Spare Pump, No. and size -

Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 2-2 1/2" : 2-3" : 2-5" in Engine Room : 2-3" in Boiler Room c/pans.

In Pump Room - In Holds, &c. No. 1 Hold 2-3" : No. 2 Hold 2-3" : No. 3 Hold 2-3" :
No. 4 Hold 2-3" : No. 5 Hold 2-3" ? Deck tank suction

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size 2-5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line below

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

What Pipes pass through the bunkers None How are they protected -

What pipes pass through the deep tanks None Have they been tested as per Rule -

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Thrust recess

MAIN BOILERS, &c.— (Letter for record -) Total Heating Surface of Boilers 2 boilers - 4852 square feet, each boiler plus 264.5
Which Boilers are fitted with Forced Draft Port and Starboard Which Boilers are fitted with Superheaters Port and Starboard

No. and Description of Boilers 2 water sectional sinuous header straight Working Pressure 220 lbs. per square inch.
tube, 3 pass, with superheater at first gas pass 250

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -

Can the donkey boiler be used for domestic purposes only -

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -
(If not state date of approval)

Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Is the spare gear required by the Rules been supplied with the exception of circulating pump impeller shaft and boiler check valve cover.
State the principal additional spare gear supplied One spare tail shaft.

The foregoing is a correct description

Manufacturer.



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Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts — Cylinders 19th April, 1947 Slides 19th April, 1947 Covers 19th April, 1947

Pistons 19th April, 1947 Piston Rods 19th April, 1947 Connecting rods 19th April, 1947

Crank shaft 19th April, 1947 Thrust shaft 19th April, 1947 Intermediate shafts 19th April, 1947

Tube shaft - Screw shaft 14th April, 1947 Propeller 14th April, 1947

Stern tube - Engine and boiler seatings 19th April, 1947 Engines holding down bolts 19th April, 1947

Completion of fitting sea connections -

Completion of pumping arrangements - Boilers fixed - Engines tried under steam 30th April, 1947

Main boiler safety valves adjusted 30th April, 1947 Thickness of adjusting washers -

Crank shaft material - Identification Mark - Thrust shaft material - Identification Mark -

Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -

Screw shaft, material - Identification Mark - Steam Pipes, material Steel Test pressure - Date of Test -

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of the Rules for the use of oil as fuel been complied with Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with -

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with -

Is this machinery duplicate of a previous case If so, state name of vessel Liberty EC2-S-C1

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built and installed under the supervision of the American Bureau of Shipping, and as far as now seen, appears to be of good and sound construction and carefully installed. On completion of survey, the two main boilers and main and auxiliary machinery and the electrical installation have been examined under working conditions and found satisfactory.

It is the opinion of the undersigned that the machinery of this vessel is suitable to be classed with this Society with records of Tail shaft seen (CL) 3-47 and record of LMC 4-47 when feed water regulators have been fitted to port and starboard boilers.

The amount of Entry Fee ... \$: When applied for,

Special ... \$ 250.00 : 19

Donkey Boiler Fee ... \$ 7.00 : When received,

Travelling Expenses (if any) \$: 19

W. M. G. Lee
 Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK JUN 4 1947 799

Committee's Minute

Assigned *Class contemplated*



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