

## REPORT OF SURVEY FOR REPAIRS &amp;c.

Date of writing Report 2-1-54 handed in at Local Office 25-1-54 Port of Genoa  
 No. in Survey held at La Spezia Date, First Survey 11-9-53 Last Survey 23-12-1953  
 Reg. Book. 17022 on the Wood, Iron or Steel Twin Sc. S/T Liverpool (No. of Visits 32)

TONNAGE: — Built at Newport Nws By whom Newport Nws S.B. & DD Co When 1921 MONTH ✓  
 GROSS 14050 Owners Steamship Enterprises of Pa. name Inc. Owners' Address ✓  
 UNDER DK. 13646 Managers ✓ Port belonging to Panama  
 NET 8794

at Afloat ✓ in Dry Dock ✓ Name of Dock Arsenale N°5 Destined Voyage ✓  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

alterations in the existing records should be underlined.

Last report, No. 110229 Port Nure

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Damage Rpt made, will be forwarded in due course Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, & EXAMINATION AS PER RULE, FOR special survey (C), alterations and damage repairs

Now done for

A) Special survey (C), due 7.54 (Ship 32 years old)

Ship placed in dry dock. Shell plating, stern frame and rudder (lifted)

cleaned examined and coated. Ship undocked on the 7th Dec 1953

Examined: All holds, tween decks, fore & after peak spaces, coal bunkers

engine & boiler spaces, under engines & boilers, pump room, plating

in way of sidelights and cargo suction pipe strums (strums removed)

hatchways, covers, supports and battening arrangements, anchors &c.

SUMMARY OF DAMAGE REPAIRS: —

	Shell Plates.	Frames	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
Renewed ...	3	✓	✓	✓	✓	✓	✓	see Rpt. item B)
Removed and Faird or Repaired	✓	4	✓	✓	✓	✓	✓	
Faird or Repaired in place ...	45	✓	8	1	✓	✓	✓	

RESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
good	good	good	(State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month
Coamings	Cement or Asphalt	Oil Bunkers	Year
Beams & Fastenings	Rudder	Scuppers	Boats
Outside Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights	Windlass	Hatches	Condition, how ascertained
Frames	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
Reverse Frames	Have Stillee Valves been examined and found efficient?	Caulking	Equipment letter
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	" Rule length
Stringers		" " at other places	Chain Locker
Inner Plating		Stringers, Clamps & Shelves	Hawsers & Warps
Tanks been examined internally?		Salting	Standing and Running Rigging
Tanks been tested?		State if examined	Sails

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 the survey, thus, for example: —

This ship is in my opinion worthy to be continued as classed with fresh record of docking 12.53 Spz. and notation of s.s. Spz. - 12.53 subject to the forward hold not being used for cargo.

SAFETY EQUIPMENT CERT. 57: 12: 0

ADDITIONAL TELEGRAPH CERT. 5: 8: 0

RENEWAL L.L. 24: 0: 0

Travelling Expenses (if chargeable) 118: 19: 0

CAR FUND 13: 0: 0

LAND & SURVEYOR'S FEE (if any) 2: 18: 0

Committee's Min. MONDA

Character assign

12.53 Spz. subject

(Select endorsement)

L.M.C. 12.53, without spec. condition

(with endorsement)

Lloyd's Register

Foundation



3.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced

1) Shell plating: Several corroded rivets renewed and viz:

The following plates (numbering from fwd) renewed:

port side  $J_2$ ; std side  $J_2, K_3, L_4$  (partly) &  $L_5$  (partly). -

The following plates (numbering from aft) renewed:

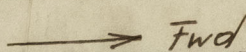
port side L5, L6, M3, M4, M5, M\*4 (see sketch below), N1, N2, & N3 (partly); std side L6, M3, M4, M\*4 (see sketch below), N1, N2

ANCHORS.


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

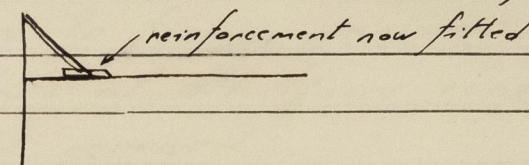
## CHAIN CABLES.

Iron Stream Chain  
or Steel Wire



Bottom intercostal girders: face bars renewed as follows: 2 sections in tank N°2(ps), 6 sections in tank N°2(ss), 3 sections in tank N°6(ps), 4 sections in pump room.

Bottom transverse brackets reinforced at bottom toe by means of an angle bar lug as follows: 1 in tank N°2(ss), 2 in tank N°6(ps), 1 in tank N°5(ss)  reinforcement now fitted



Side longitudinal end brackets renewed as follows: 2 in tank N°2(ps), 2 in tank N°3(ps), 3 in tank N°4(ps), 1 in tank N°4(ss), 6 in tank N°6(ps), 5 in tank N°6(ss) and 3 in tank N°7(ps)

Transverse Bulkhead Horizontal stiffeners: Locally doubled as follows: 3 in tank N°2(psa), 7 in tank N°2(psf), 3 in tank N°3(ssf), 2 in tank N°3(ssa), 2 in tank N°4(psa), 4 in tank N°4(ssa), and 1 in tank N°7(psf). - Renewed as follows: 3 in tank N°2(psa), 2 in tank N°3(ssa), 2 in tank N°4(psf), 3 in tank N°4(psa) and 3 in tank N°7(psf)

Transverse Bkhd plating: 2 plates in fwd Bkhd of pump room  
partly renewed. - 1 plate in fwd Bkhd of tank N°7 (ss)  
locally doubled in way of a crack (crack previously reed out  
and welded).

Central line Bulkhead horizontal stiffeners locally doubled  
as follows: 2 in tank N° 2 (ps), 2 in tank N° 3 (ss), 4 in tank N° 4 (ps). - Renewed as follows: 2 in tank N° 2 (ps), 1 in tank N° 3 (ss), 3 in tank N° 4 (ps), 3 in tank N° 6 (ss) and 3 in pump room.

Central line Bulkhead horizontal stiffener end brackets renewed as follows: 2 in tank N°2(ps), 1 in tank N°2(ss), 1 in tank N°3(ss), 7 in tank N°4(ps), 4 in tank N°4(ss), 3 in tank N°6(ps) and 9 in pump room

Horizontal girders to Bulkhead partly renewed in tank  
No 2 (ps)

Horizontal girders to trunk longest. Bulkhead partly renewed  
in tanks N°2 (p45)

Ladders: generally overhauled and renewed as necessary

3) Deep cofferdam

3 ft. vertical diaphragms partly renewed. - 53 horizontal brackets renewed. - 4 horizontal stiffeners to Bkds renewed and 12 locally doubled. - 10 horizontal stiffeners to Bkds fitted with face angle bars. - Face angle bars fitted to 16 bottom girders.

4) Dry hold.

Diamond plates connecting 2nd & 3rd strong beam to  
central girder renewed



FEB 1954

(4)

S/T Liverpool5) Forepeak tank.

Painting stringers, 2 each side, renewed. - 20 brackets connecting said stringers to frames renewed. - 2 painting beams renewed. - Face bars of all floors renewed. - 3 tanktop plates partly renewed.

6) Afterpeak tank: top plating locally doubled.7) Chain locker: 2 strakes of plating in after end Bkd renewed.8) Engine space.

Foundation of two evaporators renewed. - Foundation of fire & bilge pumps partly renewed. - Thrust block seating, 10 brackets partly renewed. - 3 side longitudinals (ps) locally doubled; 4 side longitudinals (ss) locally doubled and 2 partly renewed.

9) Boiler space.

8 side longitudinals (ps) locally doubled and 1 partly renewed. 1 side longitudinal (ss) locally doubled.

10) Cofferdam aft of double bottom tank fwd.

4 bottom girders renewed

11) Double bottom tanks under Boiler room

10 tanktop longitudinal beams renewed.

12) Upper deck

6000 rivets renewed.

13) Second deck

Locally doubled at fwd end of dry hold hatchway and renewed in places in way of chain locker.

14) Boiler & Engine casings top

Locally doubled.

15) Gangway.

Completely renewed.

16) Hatchways on upper Deck.

Dry hold: coaming stiffeners partly renewed, 4 brackets renewed and 2 partly renewed; boundary angle of fwd cover renewed.

Main cargo tanks: N° 0 (ss) coaming partly renewed; N° 1 (ps) cover renewed; N° 2 (ps), N° 3 (ps), N° 4 (ps), N° 5 (ps), N° 6 (ps), stiffeners to cover & coaming partly renewed.

Deep cofferdam: 2 round coamings & covers renewed.

17) Dry hold hatchway on 2nd Deck

Coamings partly renewed

18) Ventilators

4 E.R. vent coamings renewed.

A number of minor repairs satisfactorily carried out.



© 2020

Lloyd's Register  
Foundation

3/16



1-FEB 1954

(5)

S/T Liverpool

B) Damage stated to have been sustained through touching the ground whilst on voyage from Newcastle-on-Tyne to La Spezia via Ras Tanura, Japan, Ras Tanura, Genoa, effected from the 8th of March 1953 to the 2nd of September 1953 (Date & place of grounding unknown)

The following repairs satisfactorily carried out

1) Shell plates (numbering from fwd):

Keel 1 F1 & 2(ss) and 6 Keel straps renewed.-

2 Keel straps removed faired and replaced.-

Keel 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, A(ps) 1, 2, 6, 8, 9, 10, 11, 12, 13,

B(ps) 10, 11, 12, 13, B(ss) 11, 12 & 13, E(ss) 3, F(ss) 3 & 4, G(ss)

4 & 5 released and faired in place

2) Internals.

Forepeak tank: Central girder 2 bottom angle bars removed faired and replaced.

Double bottom tanks fwd: Central girder plate & bottom angle bars partly renewed.- One horizontal bracket and its connecting bars also bottom boundary angle bars of Collision Bkt removed faired and replaced.

Main cargo tank N°0(ss): 2 bottom longitudinals cropped partly removed faired and replaced.

Main cargo tank N°1(ss): 1 bottom longitudinal and its fore end bracket removed faired & replaced.

Main cargo tank N°2(ss): 2 horizontal brackets removed faired and replaced

Main cargo tank N°3(ps): 1 horizontal bracket and angle bar connecting one bottom transverse to E Bkt removed faired and replaced.

Main cargo tank N°4(ss): same repairs as in N°3(ps)

Pump room: 1 bottom transverse(ps) partly renewed.- 1 horizontal bracket(ps), angle bars connecting 1 bottom transverse(ps) to E Bkt and 1 bottom longitudinal together with its after end bracket removed faired & replaced.- 2 bottom transverses(ps) and 1 section of bottom girder(ss) faired in place.

Main cargo tank N°5(ss): repairs as in N°3(ps)

Main cargo tank N°6(ps): 2 horizontal brackets and angle bars connecting bottom transverses to E Bkt removed faired and replaced.- 2 bottom transverses faired in place

Main cargo tank N°6(ss): 2 bottom transverses faired in place.

Main cargo tank N°7(ss): 1 horizontal bracket and angle bars connecting 1 bottom transverse to E Bkt removed faired and replaced



S/L Liverpool

1 bottom transverse faired in place

Main cargo tank N°7(ps): 1 bottom transverse faired in place

Main cargo tank N°8(ps): 1 horizontal bracket removed faired &amp; replaced.

Central line Bkhd in main cargo tanks N°2,3,4,5,6,7,8 and pump room: Bottom strake of plating and 1st from below horizontal stiffener partly renewed, - 8 pieces (in total) of angle bar connecting E Bkhd to transverse Bkhd's renewed.

a) Rudder.

2 gudgeon ligum vitae bushes renewed, - 2 pintle bushes skimmed off. - Cracked welds in after edge of main and auxiliary rudders weed out &amp; replaced.

A) Bilge Keel (ps)

partly renewed, partly faired in place.

C) Damage cause not stated

The following repairs satisfactorily carried out:

Shell plate N4(ss) and some other plates (psf) faired in place.

D) Subject items and Endorsements

S.R.L. N°130 Bottom shell plg now chipped and wasted rivets renewed as necessary. - This item may be deleted from the List of endorsements N°3. Some side shell plate (psf) now faired in place (see item C in this Rpt). This item may be deleted from the List.

E) Alterations

The following alterations now satisfactorily carried out:

1) The tweendecks gangways at sides of trunk converted into summentanks as per plans N° 01474 (approved in London), modified as indicated in plan N° 01543 hereto attached, N° 01476 (approved in London) and N° 01506 hereto attached.

2) The O.F. bunkers fwd (tanks N°0), which were found connected to O.F. and cargo lines have now been disconnected from O.F. installation, these tanks being now intended for cargo only. For this purpose the fwd hold is now considered as a cofferdam, the closing appliances, ventilation, electric plant and pumping arrangements having been found or placed in accordance with Rule requirements for cofferdams and cargo pump rooms. It was recommended that the fwd hold be not used for cargo.



FEB 1954

Rpt. 9a

Port of Genoa

Continuation of Report No. 19749 dated 2 - 1 - 54 on the

S/T Liverpool

Please note that the existing auxiliary rudders were not modified, at this time, as indicated on plan N° 01479 approved in London Office. This plan is therefore cancelled.

JF



6/6  
0049