

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen. London

Telephone: ROYal 3551 (6 Lines)

9th October, 1953.

Dear Sir,

Steamer "LISS"

assn(S)
RNC

The case of the above named tanker has been under consideration here together with those of a number of other ships of similar age, as the Society's requirements for the carriage of low flash oil have been amended considerably since the ship was built.

It is noted that a fire occurred on board this Steamer last July, and the Committee feel that the arrangements on board should be checked at an early date.

So far as the hull is concerned, from the plans available in this Office it does not appear that there are any undesirable spaces situated immediately above the cargo tanks.

There is, however, no information regarding the ventilation details, and it will be necessary for the ship to be surveyed and particulars furnished on this point.

At the same time the absence of undesirable spaces above the tank deck should be confirmed in case alterations have been made since the date of build.

On the question of pumping, the original plans of piping arrangements have been examined to see what modifications are required to bring the vessel reasonably into line with modern tanker practice. So far as can be seen the following modifications will be necessary:-

1. Vapour lines should be led from the cargo tank hatches to a vapour main discharging to outlet pipes led up the masts, if not already fitted.

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2. The suction from the after deep cofferdam to the oil fuel main in the machinery space should be dispensed with and arrangements made to drain this cofferdam by means of a bilge ejector.
3. The bilge suction in the forward pump room should be disconnected from the forward ballast pump and led to one of the cargo pumps through a S.D.N.R. valve and an isolating valve.
4. The oil fuel suctions from the after summer tanks should not be led through No. 8 cargo tank but should pass through the after bulkheads of the summer tanks and thence to the engine room via the deep cofferdam and the oil fuel bunkers.
5. If any connections are provided between the oil fuel system and the cargo oil system, these should be entirely removed.

The electrical installation should also be specially inspected with a view to the relevant particulars being sent to this Office.

In the circumstances it will be appreciated if you will kindly let me know what early arrangements you are able to make for these matters to be investigated by the Society's Surveyors.

I would add that resulting from the survey last July it is recommended that the port boiler safety valve spindles and the main stop valve be renewed by the end of this month, and the vessel's class has been continued subject to this being done.

In addition to the above a detailed special inspection requires to be made of the vessel as a Transversely Framed Tanker, before the end of this month or at the beginning of November, as indicated to you in my letter of the 30th January last.

Yours faithfully,

c.c. Bgn.

Assistant Clerk to
the Classification Committee.

Johan Gran, Esq.,
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BERGEN. Norway.