

COPY

LLOYD'S REGISTER OF SHIPPING

TRINIDAD, B.W.I.

19th September, 1953

THIS IS TO CERTIFY that

J.B. STARK

the undersigned Surveyor to this Society did at the request of

the Master, and on instructions from Messrs. Geo. F. Huggins & Co., Ltd., (Lloyd's Agents) survey the S.S. "LISS", 5952 tons gross, of Bergen, on the 7th September 1953 and subsequently whilst the ship lay afloat at this port, on account of repairs to Port and Centre Boilers, Main engine low pressure bottom end bearing, main engine holding down bolts, and Bilge Pipe Lines.

For further particulars see Log Books.

The undersigned upon examination:-

Found

Recommended

Port Boiler

(1) Safety valve and main stop valve leaking badly from joint at boiler shell.

Remove valves, fit studs screwed through shell plating with nut fitted internally, bed valve and re-joint.

(2) Scum valve on back end plate leaking badly from joint.

Remove valve, fit studs screwed through back end plate with nuts fitted internally, bed valve and re-joint.

Centre Boiler.

Starboard Furnace

(1) Five tube stoppers fitted and leakage evident from one split smoke-tube at back tube plate.

Renew tubes fitted with stoppers, and also the split tube.

(2) Slight leakage from soot-blower tube, at combustion chamber back plate.

Caulk lightly around the tube.

(3) Combustion chamber back plate bulged outwards to a maximum of 2" over an area 1' 6" x 1' 6" at the centre.

No action taken.

(contd)



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Found

Recommended

Centre Furnace

One tube stopper fitted and heavy leakage from the neck of one tube at back of plate.

Renew tube fitted with stopper and also leaking tube.

Combustion chamber back plate bulged towards a maximum of 3/8" in the centre between 6th and 9th rows of stays from the top of the chamber.

No action taken.

Port Furnace

One tube stopper fitted.

Renew tube fitted with stopper.

Heavy leakage from soot blower valve.

Re-grind same.

Main Engine

L.P. Bottom end bearing badly wiped.

Re-metal bearing, bed same to pin and adjust clearance.

Many holding down bolts around bedplate ask to various extents.

Harden down all holding down bolts.

Bilge Lines

It was observed that engine room and stokehold bilges were being pumped by means of a rubber hose connected to bilge pump suction.

Renew bilge suction and direct suction to cofferdam piping adjacent to the bilge pump. Remove and clear remaining engine room and stokehold bilge lines.

The above repairs have been carried out to my satisfaction, the boilers being suitably hydraulically tested and observed under working condition. The main engine and bilge lines functioned satisfactorily.

It is recommended that the port and centre boilers be subjected to further examination and repair on the vessel's return to Europe, the centre boiler being held only for stand by purposes during the voyage.

Surveyor to Lloyd's Register of Shipping.



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