

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 20/9/53 When handed in at Local Office 19 Port of TRINIDAD, B.W.I.

No in Reg. Book Survey held at PORT OF SPAIN, TRINIDAD Date First Survey 7/9/53 Last Survey 19/9/53 (No. of Visits 5)

17608 on the Machinery of the ~~Woodhouse~~ Steel S.S. "LISS"

Tonnage Gross 5932 Vessel built at Hill-on-Tees By whom Furness S.B. Co., Ltd. When 1921 Month 8
Net 3583 Engines made at Middlesbrough By whom Richardsons, Westgarth & Co. Ltd. When "
MN 574 Boilers, when made (Main) (Donkey)
No. of Main Boilers 8 Owners Johan Gran's Rederi A/S Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Johan Gran Port Bergen Voyage U.K.
Steam Pressure in Main Boilers 180 ~~Surveyed Afloat~~ At anchor (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned to expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100A1 8.52-6.53		+ LMC 5, 51 BS 11, 51 8.52 TS 4 4.51
Carrying petroleum in bulk. Fitted for oil fuel 7, 21 F.P. above 150°F S.S. Gov 4.46 (2) S.S. 187 8.51		

Report No. 1145 Port GGO.
Particulars of Examination and Repairs (if any)
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides, in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

Page 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 why they were declined.

damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Donkey " " " "

state for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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? Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

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

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

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

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

tern bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

the parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey confined to (a) heavy leakage from

in Stop and Safety valves of Port Boiler, (b) leakages in furnaces of Centre Boiler, this boiler being shut down at

on 2nd September 1953 (c) badly wiped L.P. bottom end bearing (d) defective bilge lines in engine room and stokehold.

The following was:-

Found

Port Boiler

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

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

Centre Boiler

Starboard furnace

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

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

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

(contd)

General Observations, Opinion, and Recommendation:-

(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, BS 9, 11, B&MS 9, 11, LMC 9, 11 or *LMC 140 lb., FD, &c.)
CS 3, 34

Recommend that vessel remain as Classed in the Register Book (subject to further examination and repair of port and centre boilers, on the vessel's return to Europe)

Survey Fee (per Section 23) \$80.00
Special Damage or Repair Fee (if any) £
(per Section 23.)
Hull expenses (if chargeable) \$20.00
(Launch hire)

Fees applied for, 19
Received by me, 19

FRIDAY 23 OCT 1953

Deferred for AS -
Shipping arrangements noted.

Gal B. B.

Engineer Surveyor to Lloyd's Register of Shipping

TUESDAY 23 NOV 1953

Lloyd's Register
Class on special
pending shipping

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

Is a Certificate required? If so, to be sent to 009920-009923-0115 1/2

TUESDAY 24 NOV 1953

Adhere to previous
decision (Write
Smt-Elly)

TUESDAY - 8 DEC 1953

Submission 2

Sub Amm

SP

SP

Rpt. 9a.

Port of TRINIDAD, B.W.I.

Continuation of Report No. 749

dated 20th September, 1953 on the S.S. "LISS"

8 OCT 1953

Found

Recommended

(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.

Centre furnace

(4) One tube stopper fitted and heavy leakage from the neck of one tube at back tube plate. Renew tube fitted with stopper and also leaking tube.

(5) Combustion chamber back plate bulged outwards 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

(6) One tube stopper fitted. Renew tube fitted with stopper.

(7) Heavy leakage from soot-blower valve. Re-grind same.

Main engine

(1) L.P. Bottom end bearing badly wiped. Re-metal bearing, bed same to pin and adjust clearance.

(2) Many holding down bolts around bedplate slack to various extents. Harden down all holding down bolts.

Bilge Lines

(1) 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.

Port and centre boilers suitably hydraulically tested on completion of repairs and observed under working conditions. In view of heavy bulge in starboard furnace, centre boiler, recommended steam on two boilers and keep centre boiler for stand by only.

Main engines and bilge system, observed to function satisfactorily.

Report 10 issued - copy attached.

Interim Cert. " " "



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