

REC'D NEW YORK AUG 13 1953

Rpt. 8.

(Received at London Office

29 AUG 1953

No. 4145

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25.7.1953 When handed in at Local Office 19.53 Port of Curacao, N.A.

No. in Reg. Book 17685 Survey held at Willemstad, Curacao, N.A. Date, First Survey 4.7.53 Last Survey 24.7.1953 (No. of Visits 4)

on the ~~Wood~~ ~~Iron~~ ~~or~~ ~~Steel~~ S.S. "LISS"

TONNAGE :-

GROSS 5932
UNDER DK. 5654
NET 3583

Built at Hill-on-Tees By whom Furness S.B. Co. Ld. When 1921 MONTH 8

Owners Johan Gran's Rederi A/S Owners' Address

Managers Johan Gran Port belonging to

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage

Cell D Bor D Ba feet; uE & B. feet; f. feet }
total capacity tons. FPT tons; APT tons; MT. feet tons. }

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 4135 Port Ceo

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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 Rpt. Atch.

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

CHARACTER	Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (Including date of N.B., if any).
*100A1	6.53	*LMC 5.51
ss. Got. -4,46 (Dr)		BS 8.52 11.51
ss. Rot. - 5,51		SCL 4.51
Carrying Ptrlm		
in bulk.		
Fitted for oil fuel	7.21 F.P.	
above	150°F	

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? if so, by whom? J. de Vries

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained due to fire which started when the port boiler was being lighted up.

The fire started under the port boiler where there must have been a considerable amount of fuel oil on the tank top. The fire was extinguished with the aid of Fire Fighting Boats and Tugs belonging to the Curacaosche Petroleum Industrie Maatschappij.

The fire started at 1630 hours on 3rd July 1953 and was extinguished approx. two hours later. Attended on board at request of Lloyd's Agents. Vessel examined afloat.

FOUND

RECOMMENDED

After deck house front plating and coaming buckled full width between alleyways. Plating to be renewed with stiffeners, pipe connections and fittings in way to be removed and replaced to

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :- facilitate repairs.
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

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

General 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 this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel as now seen is eligible in my opinion to be retained as now classed without fresh record of survey subject to overheated plating in way of stokehold (PS), stringer and framing &c., starboard stringer, centre under deck girders, crossbunker bulkhead being permanently dealt with by 10.53.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	150.00	:	24.7.1953
Travelling Expenses (if chargeable)	£	10.00	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUESDAY 15 SEP 1953

Character Assigned Deferred for repairs

NORWEGIAN (with X mark)



Lloyd's Register Foundation

009920-009923-0116 1/4

Was a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

MADE AND PRINTED IN ENGLAND. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

S. S. "LISS"FOUNDRECOMMENDED

Fiddley side bulkhead in port alleyway buckled over a length of approx. 16 feet from forward.

Plating to be renewed with stiffeners, electric wiring and junction boxes in way to be removed and replaced to facilitate repairs.

Port boat deck inside plate over alleyway in way buckled and set up over about the same length.

Inside plate to be renewed.

Wooden bulkhead of foremost cabin in port alleyway scorched.

To be cleaned and repainted.

Fiddley side bulkhead in starboard alleyway buckled over a length of approx. 14 feet from forward.

Plating to be renewed with stiffeners, electric wiring with junction boxes in way to be removed and replaced to facilitate repairs.

Fiddley deck buckled from forward to aft of funnel, port side, badly warped with grate opening frame.

Fiddley deck plating and under deck beams, including grate frame to be renewed.

Fiddley opening flaps aft of funnel warped.

Flaps to be removed, faired with part new material and to be replaced.

Funnel base, stoke hold ventilators and port funnel stays scorched.

To be overhauled and repainted as found necessary.

Starboard boat deck retaining angle bar on side of fiddley deck warped and parted from deck.

Angle bar to be renewed up to funnel.

Port boat deck retaining angle bar on side of fiddley deck warped and parted from deck, deck wood in way scorched and broken loose.

Angle bar to be renewed up to funnel, first adjacent boat deck planks to be renewed.

Dust bulkhead aft of forward main boilers buckled full height and over about 3/4 width.

3/4 width of bulkhead plating with stiffeners to be renewed, pipes through bulkhead and other fittings to be removed and replaced to facilitate repairs.

Centre girder above forward main boilers badly buckled and warped.

To be renewed completely.

S. S. "LISS"FOUNDRECOMMENDED

Deck above forward main boilers, ~~pr~~ port coal bunker bottom, buckled with under deck beams (5).

Deck and underdeck beams to be renewed.

Eleven (11) transverse frames to port shell in port side stoke hold buckled and warped from coal bunker bottom to shell stringer.

Frames to be cropped and part renewed with deck knee brackets.

Web frame in port stoke hold buckled and warped from under coal bunker deck down.

Web frame to be renewed.

Shell stringer in port stoke hold, with knee brackets, buckled and warped.

Stringer to be renewed from bunker bulkhead to web frame, with knee brackets.

One shell plate in first below sheer in way port stoke hold, overheated and buckled.

Plate to be renewed.

Two shell plates in second below sheer adjacent to the above, overheated and buckled.

Plates to be renewed.

One shell plate in third below sheer adjacent to the above, overheated at top section and buckled.

Plate to be renewed.

Inner bulkhead of coal bunker with stiffeners buckled full length.

Bulkhead and stiffeners to be renewed.

Five port side strakes of cross bunker bulkhead overheated and buckled full height.

Five plate strakes to be renewed with stiffeners.

Sixth strake in bunker bulkhead, adjacent to the above, overheated at top section.

Top section to be cropped approx. six feet and to be part renewed.

Shell stringer in starboard stokehold overheated and buckled, from bunker bulkhead to web frame.

Stringer to be renewed with forward knee bracket.

Starboard shell frames Nos. 2, 3, 4, 5 and 6 from bunker bulkhead, overheated and buckled below stringer.

Frames to be cropped and part renewed.

Starboard shell frames Nos. 3, 5 & 6 somewhat buckled in way of 3rd below sheer strake.

Frames to be released and faired.

S. S. "LISS"

FOUND

RECOMMENDED

Starboard 3rd below sheer strake plate in way of the above, somewhat buckled between frames Nos.3-4 and 5-6. To be faired in place.

Web frame in starboard stokehold overheated and buckled below stringer. To be cropped in way of stringer and to be part renewed.

Two outer most starboard strakes of cross bunker bulkhead buckled below stringer. Plates to be cropped and part renewed.

Dust bulkhead port side of after main boiler badly buckled. Bulkhead to be renewed completely.

Dust bulkhead aft of after main boiler buckled at port side. To be cropped about half length and to be part renewed.

Vertical support beam at corner of side and after dust bulkheads mentioned under Nos.34 & 35 overheated and buckled at lower end to approx. 10 feet above floor. Beam to be cropped and part renewed.

Dust bulkhead in port engine room 'tween deck space slightly distorted. No repair necessary.

Now Done for Temporary Repairs:- Overheated shell plating port side in way of stokehold re-riveted. Stiffener consisting of 7/8" steel plate 8 inches deep with rider plate six inches wide fitted to port side stringer in stokehold and electrically welded in place, a similar stiffener fitted to port side web frame.

Q107



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