

Rpt. 8.

(Received at London Office

REC'D NEW YORK AUG 13 1953

29 AUG 1953

No. 4145

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

Date of writing Report 25. 7. 1953 When handed in at Local Office 19. 7. 1953

Port of Curacao, N. A.

No. in  
Reg. Book.

Survey held at Willemstad, Curacao, N.A. Date, First Survey 4. 7. 53 Last Survey 24. 7. 19 53

(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.E. Co. Ltd.

When 1921

MONTH 8

Owners Johan Gran's Rederi A/S

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers Johan Gran

Port belonging to

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage

Cell DBor DBa feet; uE &amp; B. feet; f. feet

total capacity tons. FPT tons; APT tons; MT tons. 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 Cco

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

CHARACTER	Machinery and Boiler Surveys (Including date of N.B., if any).
*100A1 6.52	*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	

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. Attech.

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 :-

Renewed ...  
Removed and Faird or Repaired  
Faird or Repaired in place ...

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items :- facilitate repairs.

## PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams &amp; Fastenings

Outside Plating

" " in way of sidelights

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally?

Have the Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &amp;c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Salting

State if examined.

Copper, or Y.M.

(State if on Felt.)

When fitted, Month Year

Boats

Masts, Yards, &amp;c.

Condition, how ascertained.

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length mean diamr.

(on board.)

" Rule length size

Chain Locker

Hawsers &amp; Warps

Standing and Running Rigging

Sails

## General Observations, Opinion as to Class, Recommendation, &amp;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) £ : :

Special Damage or Repair Fee (if any) (per Sec. 29) £ 150.00 :

Travelling Expenses (if chargeable) £ 10.00 :

Second Surveyor's Fee (if any) £ : :

Fees applied for,

24. 7. 1953

Received by me,

19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUESDAY 15 SEP 1953

Character Assigned

Deferred for repairs

NORWEGIAN

009920-009923-0116 1/4



Rpt. 9a.

Port of

Curacao. N. A.

Continuation of Report No. 4 1 4 5 dated 25. 7. 53

on the

S. S. " L I S S "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. 4, 5 & 6 somewhat buckled in way of 3rd below sheer strake.

Frames to be released and faired.



S. S. " L I S S "FOUNDRECOMMENDED

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 over-  
heated 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