

COPY.

29 AUG 1953

Lloyd's Register of Shipping.

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Port Willemstad, Curacao. N. A.

24th July, 1953.

This is to Certify that

C. H. Westbury

the undersigned Surveyor to this Society did at the request of Lloyd's Agents attend on board the S.S. "LISS" 5932 Tons Gross of Bergen, afloat at East Moorings, Curacao. N. A. on 4th July 1953 and subsequently, on account of 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 approximately two hours later.

Also present at the survey was Mr. J. de Vries, representing the Norwegian Underwriters Agency, New York.

FOUND

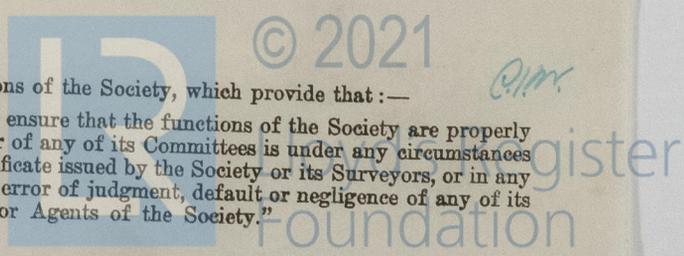
1. After deck house front plating and coaming buckled full width between alleyways.
2. Fiddley side bulkhead in port alleyway buckled over a length of approx. 16 feet from forward.

RECOMMENDED

Plating to be renewed with stiffeners, pipe connections and fittings in way to be removed and replaced to facilitate repairs.

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

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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- 1. Port boat deck inside plate over alleyway in way buckled and set up over about the same length.
- 2. Wooden bulkhead of foremost cabin in port alleyway scorched.
- 3. Fiddley side bulkhead in starboard alleyway buckled over a length of approx. 14 feet from forward.
- 4. Fiddley deck buckled from forward to aft of funnel, port side badly warped with grate opening frame.
- 5. Fiddley opening flaps aft of funnel warped.
- 6. Funnel base, stoke hold ventilators and port funnel stays scorched.
- 7. Starboard boat deck retaining angle bar on side of fiddley deck warped and parted from deck.
- 8. Port boat deck retaining angle bar on side of fiddley deck warped and parted from deck, deck wood in way scorched and broken loose.
- 9. Dust bulkhead aft of forward main boilers buckled full height and over about 3/4 width.
- 10. Centre girder above forward main boilers badly buckled and warped.
- 11. Deck above forward main boilers, or port coal bunker bottom, buckled with under deck beams (5).
- 12. Eleven (11) transverse frames to port shell in port side stoke hold buckled and warped from coal bunker bottom to shell stringer.
- 13. Web frame in port stoke hold buckled and warped from under coal bunker deck down.
- 14. Shell stringer in port stoke hold, with knee brackets, buckled and warped.

RECOMMENDED

- 1. Inside plate to be renewed.
- 2. To be cleaned and repainted.
- 3. Plating to be renewed with stiffeners, electric wiring with junction boxes in way to be removed and replaced to facilitate repairs.
- 4. Fiddley deck plating and under deck beams, including grate frame to be renewed.
- 5. Flaps to be removed, faired with part new material and to be replaced.
- 6. To be overhauled and repainted as found necessary.
- 7. Angle bar to be renewed up to funnel.
- 8. Angle bar to be renewed up to funnel, first adjacent boat deck planks to be renewed.
- 9. 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.
- 10. To be renewed completely.
- 11. Deck and underdeck beams to be renewed.
- 12. Frames to be cropped and part renewed with deck knee brackets
- 13. Web frame to be renewed.
- 14. Stringer to be renewed from bunker bulkhead to web frame, with knee brackets.



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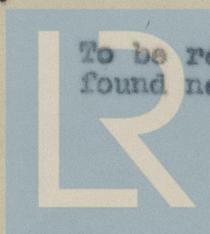
3.

FOUNDRECOMMENDED

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|--|---|
| 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 |
| 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. |
| Tie plates of port boiler steel overheated, buckled and warped. | Tie plates to be renewed. |
| Gratings and steps on port main boiler top badly warped. | To be renewed. |
| Uptake of port main boiler buckled and warped. | To be renewed. |
| Floor plate bearers across stoke hold and between forward boilers bent and warped. | Bearers to be renewed and faired as found necessary. |
| Major part of floor plates on the above bent, warped or badly warped. | Floor plates to be renewed or faired as found necessary. |
| Dust bulkhead port side of after main boiler badly buckled. | Bulkhead to be renewed completely. |

FOUNDRECOMMENDED

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 end 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.
Lagging and sheathing of after main boiler in way of the above damaged by fire.	To be repaired with part new material.
Floor plate bearers from stoke hold entrance at port side up to main engine badly distorted.	Bearers to be renewed.
Floor plates in way of the above overheated and distorted.	Floor plates to be renewed.
Dust bulkhead in port engine room 'tween deck space slightly distorted.	No repair necessary.
Degaussing switch board in way of above, burnt.	No repair necessary (out of commission).
Feed heaters fitted to dust bulkhead at port side of after boiler, affected by fire. Gauges burnt.	Uppermost two heaters to be tested and repaired as found necessary. Gauges to be renewed. (Lower heater out of use).
Main feed pumps in port after corner of engine room affected by fire.	To be tried out and to be repaired as found necessary.
Centrifugal pump engine in same location affected by fire. Lubricator burnt.	To be tried out and to be repaired as found necessary. Lubricator to be renewed.
General Service Pump at port of fore end of the main engine affected by fire.	To be tried out and to be repaired as found necessary.
After main engine feed pump affected by fire. No apparent damage.	To be tried out.
H.P. engine affected by fire.	Top and bottom ends and foremost main bearing to be opened up and to be attended to as found necessary.
Main Condenser fore end affected by fire.	Condenser to be tested and to be repaired as found necessary.
Electric wiring and fittings in port fore engine room burnt.	To be renewed.
Electric wiring and fittings in port stoke hold and above port boiler burnt.	To be renewed.
Lagging of forward (port & starboard) main boilers, particularly at under sides, damaged by fire, water and foamite.	To be repaired or renewed as found necessary.



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RECOMMENDED

Mountings of port main boiler affected by fire, burnt, overheated and some parts melted, and run.

All mountings to be removed from boiler shell, to be tested, repaired or renewed as found necessary.

Air ducts to boilers buckled and distorted in various places, cannot be ascertained as to whether caused by the fire.

To be tried out under working conditions.

Smoke box doors of after main boiler warped and not closing properly, possibly caused by fire.

To be put in proper closing order.

Lagging of various pipe lines in stoke hold and port forward engine room damaged and partly missing.

Lagging to be repaired as found necessary.

Various pipe lines in boiler room affected by fire.

Joints to be remade as found necessary.

Port blow-down sea cock stuck.

To be overhauled or renewed.

Water Damage:-

Generator, electrical system in engine and boiler spaces and in after accommodation as well as hydrofore pump affected by water and or foamite.

To be tested out and to be put into good working order.

Paint work in forward engine room, boiler room, forepart of accommodation and fore part of fiddley deck affected by smoke, water and foamite.

To be cleaned and recoated.

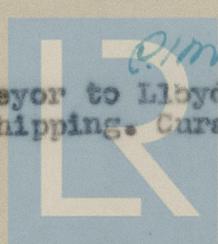
order to allow the vessel to sail, in loaded condition to South America, N.H. and eventually to Europe for permanent repairs, for a period of 3 Mths, the following temporary repairs had to be carried out.

- in Nos.3, 9 and 10 to be made water tight.
- in No.29 to be renewed.
- in No.30 to be renewed.
- in No.32 to be renewed or faired.
- in No.33 to be renewed or faired.
- in No.38 to be renewed.
- in No.42 to be tested and repaired as necessary.
- in No.43 to be tried out and repaired if necessary.
- in No.44 to be tried out and repaired if necessary.
- in No.45 to be tried out and repaired if necessary.
- in No.46 to be tried out.
- in No.47 to be opened up and dealt with as necessary.
- in No.48 to be tested.
- in No.49 to be renewed.
- in No.50 to be renewed.
- in No.52 to be removed, tested and repaired.
- in No.56 Joints to be remade.
- in 15 & 16 web frames and stringers to be stiffened by an 8" wide plate
- in rider plate 6" of 11/16" steel.
- in rivets in way of Items 17-18-19 to be hammer tested and renewed as required.

Expenses:- Fls:325.00

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Surveyor to Lloyd's Register of Shipping. Curacao. N. A.



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