

REC'D NEW YORK AUG 13 1953

Rpt. 9.

No. 4145

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

(Received at London Office)

Date of writing Report 25. 7. 1953. When handed in at Local Office 19. 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 5)

6762 on the Machinery of the ~~Wood, Iron & Steel~~ S. S. "LISS"

Tonnage { Gross 5932 Vessel built at Hill-on-Tees By whom Furness S.B. Co. Ltd. When 1921 8  
 Net 3583 Engines made at Middlesbro By whom Richdson Westgarth & Co When 1921  
 Nominal Horse Power 574 Boilers, when made (Main) 1921 (Donkey)  
 Owners Johan Gran's Rederi A/S Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Main Boilers 3 Managers Johan Gran Port Bergen Voyage  
 No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat  
 Steam Pressure in Main Boilers 180 (State name of Dock.)  
 in Donkey Boilers

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Fire Damage  
(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 6.53	2.82	*LMC 5.51
ss. Got. - 4, 46 (Dr)		BS 8.52 1.51
ss. Rot. - 5, 51		BCL 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 why they were declined.

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

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

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

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

What 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?

State latest date of internal examination of each boiler. Present condition of funnel(s).

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

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

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

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

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

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

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

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

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

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Attended on board at request of Lloyd's Agents 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.

<u>FOUND</u>	<u>RECOMMENDED</u>
Tie plates of port boiler stool overheated, buckled and warped.	Tie plates to be renewed.
Gratings and steps on port main boiler top badly warped.	To be renewed.
	Over

**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  
 The machinery of this vessel as now seen is eligible in my opinion to be retained as now classed without fresh record of survey subject to port boiler safety valves spindles and main stop valve being renewed by 10,53.

Survey Fee (per Section 29) £ : : Fees applied for 24. 7. 19 53  
 Special Damage or Repair Fee (if any) £ 150.00 Received by me,  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ 15.00  
 TUESDAY 15 SEP 1953  
 Assigned Asnew, Liebeck

© 2021  
 Engineer Surveyor to Lloyd's Register of Shipping.  
  
 Lloyd's Register Foundation  
 009920-009923-0119

If scr is the report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

FOUND

RECOMMENDED

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 removed 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.

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.

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.

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 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.

Repairs now carried out:- All valves removed from top of port boiler to be overhauled and tested. The spigot of the main stop valve was broken and this valve was refitted with a loose ring, this valve should be renewed but there was no suitable valve available. The hoods and spindles of the safety valves were burned and the springs had been overheated, new seats were fitted, valves machined, new springs (supplied by vessel) fitted and temporary spindles of steel fitted. All other valves on boiler top reconditioned and refitted. Starboard boiler main stop valve and feed check valves overhauled.

Whistle pipe of port boiler renewed.

No.1 main bearing of main engine opened up, examined, found in good order and closed up. Main condenser tested and broken stay temporarily repaired. Feed heaters tested and their gauges renewed.

Grating on top of port boiler removed, faired and refitted. Tie plates of port boiler stool faired.

Floor plates and bearers temporarily repaired.

Water end liner of auxiliary condenser circulating pump renewed.

Pipe lines rejoined as required.

All three boilers tested and proved tight.

Electric circuits and fittings in engine room and stokehold repaired or renewed as found necessary.

