

REC'D NEW YORK AUG 13 1953

Rpt. 9.

No. 4 1 4 5

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)

67202 on the Machinery of the Wood, Iron & Steel S. S. "LISS"
17606
Gross 5932 Vessel built at Hill-on-Tees By whom Furness S.B. Co. Ltd. When 1921 8
Tonnage 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 Examination and Repairs (if any) Fire Damage

(Periodical Surveys, when held, must be reported in detail and serialim 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)

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?

" " Donkey " " " "

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.

FOUND RECOMMENDED

The 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) (per Section 29.) F 150.00 Received by me,

Travelling expenses (if chargeable) F 15.00

Committee's Minute

Assigned Asnow, subject

TUESDAY 15 SEP 1953

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009920-009923-0119

Is a Certificate required? If so, to be sent to

FOUND

RECOMMENDED

Uptake of port main boiler buckled and warped.

Floor plate bearers across stoke hold and between forward boilers bent and warped.

Major part of floor plates on the above bent, warped or badly warped.

Lagging and sheathing of after main boiler in way of the above damaged by fire.

Floor plate bearers from stoke hold entrance at port side up to main engine badly distorted.

Floor plates in way of the above overheated and distorted.

Degaussing switch board in way of above, burnt.

Feed heaters fitted to dust bulkhead at port side of after boiler, affected by fire. Gauges burnt.

Main feed pumps in port after corner of engine room affected by fire.

Centrifugal pump engine in same location affected by fire. Lubricator burnt.

General Service Pump at port of fore end of the main engine affected by fire.

After main engine feed pump affected by fire. No apparent damage.

H.P. engine affected by fire.

Main Condenser fore end affected by fire.

Electric wiring and fittings in port fore engine room burnt.

Electric wiring and fittings in port stoke hold and above port boiler burnt.

Lagging of forward (port & starboard) main boilers, particularly at under sides, damaged by fire, water and foamite.

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

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

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

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

Various pipe lines in boiler room affected by fire.

Port blow-down sea cock stuck.

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.

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.

To be renewed.

Bearers to be removed and faired as found necessary.

Floor plates to be renewed or faired as found necessary.

To be repaired with part new material.

Bearers to be renewed.

Floor plates to be renewed.

No repair necessary (out of commission)

Uppermost two heaters to be tested and repaired as found necessary. Gauges to be renewed. (Lower heater out of use).

To be tried out and to be repaired as found necessary.

To be tried out and to be repaired as found necessary. Lubricator to be renewed.

To be tried out and to be repaired as found necessary.

To be tried out.

Top and bottom ends and foremost main bearing to be opened up and to be attended to as found necessary.

Condenser to be tested and to be repaired as found necessary.

To be renewed.

To be renewed.

To be repaired or renewed as found necessary.

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

To be tried out under working conditions.

To be put in proper closing order.

Lagging to be repaired as found necessary.

Joints to be remade as found necessary.

To be overhauled or renewed.

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



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