

(Received at London Office)

AUG. 29, 1916

No.

13020

REPORT of SURVEY for REPAIRS, &c.

When handed in at Local Office 15th Aug 1916 Port of New York
 at Hoboken N.J. Date, First Survey 10th July Last Survey 24th July 1916
 of Iron or Steel S.S. F.J. LISMAN (No. of Visits) 9 Master Walter O'Brien
 Built at Scors Wick By whom Leut. L. H. W. W. W. When 1911 YEAR MONTH
 Owners Oriental Navigation Co. Port belonging to London

Owners' Address

(If not already recorded in Appendix to Register Book).

in Dry Dock? Yes Name of Dock Leitner Lamps Destined Voyage Baltimore France

feet; uE&B feet; f feet; }
 tons; APT tons; MT tons. }
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

the existing records should be underlined.
 Ballast Tanks, state whether the manhole covers have been removed, and the insides state the amount of deterioration (if any) found in the thicknesses of the floors, framing, or plating, especially in the boiler space.

To. Port

must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs cause of which must be stated should be separated from repairs due to other causes; in the body of the report, should be summarised in the form shown below. Whenever the chains is reported, the particulars should be clearly stated in the space provided on also the dates and initials of any letters respecting this case.

CHARACTER.
 for Special Survey.
 Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

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

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

Classification

Bottom & Rudder cleaned examined and coated, rudder examined. All framing, stringers, beams, bulkheads, outer and inner surfaces of shell plating and holds, plates, inner boiler space and under same, other with engine boiler beams examined, found in satisfactory condition. Scaled and coated. All ceilings in holds & bunkers lifted, plating & lights examined, found in good condition and to drill same at this time. Shell plating drilled & obtained for particulars see First Entry Report.

Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Stringers	Good						
Inner Bottom Plating	Good						
State if Tanks have been examined inside	Yes						
State if Tanks now tested	Yes						
Bulkheads	Good						
Ceiling	Good						
Cement on deck (State which)	Good						
Rudder	Good						
Steering gear and its connections	Good						
Windlass	Good						
Have Pumps now been examined and found efficient?	Yes						
Have Sluice Valves now been examined and found efficient?	Yes						
Have Watertight Doors now been examined and found efficient?	Yes						
Dblg. Plates under Sounding Pipes	Good						
Engine Room Skylights	Good						
Coal Bunkers, Open'gs, Lids, &c.	Good						
Scuppers	Good						
Cargo Hatchways	Good						
Hatches	Good						
Planking of Wood Vessels	Good						
Caulking	Good						
Trunnels	Good						
Breasthooks & Stimson	Good						
Transoms, Pointers, & Crutches	Good						
Timbers of Frame at openings	Good						
ditto at other places	Good						
Stringers, Clamps & Shells	Good						
Salting	Good						
(State if examined.)							
Copper, or X.M. of Wood Vessels (State if on Deck.)							
When put on, Month							
Boats	Good						
Masts, Yards, &c.	Good						
Condition, how ascertained	Good						
(State if wedges removed)	Good						
Sails	Good						
Equipment letter	5						
Anchors, No. of	38 15 1K						
Cables (State if now ranged)	Good						
" length	240						
" (on board)	240						
" Rule length	240						
Hawser & Warps	Good						
Standing & Running Rigging	Good						

Opinion as to Class, Recommendation, &c. :-

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 to remain as now classed in the Register Book without fresh record of Survey, "to remain as classed and to have record of passed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptm15, &c."

of 2. M. in my opinion to be classed in the Society's Register Book 100A - and on insertion when the equipment has been placed in order, and to be up to 3-7-16, subject to the tank top plating over frames first favorable opportunity. Travel without Cargo Batten.

£400/-

Fees applying for, 16-8-1916.

Received by me, 22-9-16

John D. Robson.

Surveyor to Lloyd's Register of Shipping.

TUE. SEP. 19, 1916

TUE. 26 JUN. 1917

See minute on H.E. report.



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Lloyd's Register Foundation

TUE. AUG. 29, 1916

Continuation of Report No. 13020 dated 14th August 16 on the

— S. S. "F. J. LISMAN" —

double bottom and topside tanks cleaned out, riveted sealed & coated where necessary, found or placed in good condition. Cable, ratchet, chain examined, sealed and coated. Decks, anchors, class capstan, stem steering engine, gear and ratchet, land steering gear, downer pump, light dome, air sounding pipes examined and or now placed in good condition. Hatches riveted in position. All double bottom, topside peak tanks tested as per rule with satisfactory results. Hay Poles, Sampson Post & general equipment examined.

WORKS EFFECTEDStarboard Side

PLATE No 3 and 4 fained in place.
 PLATE No 3 and 4 fained in place.
 PLATE No 2, 3 and 4 fained in place.
 PLATE No 5 fained in place.

Starboard Side

PLATE No 4 fained in place.
 PLATE No 9 fained in place.
 PLATE No 3 and 4 fained in place.

Way of No 2 Topside tank port side, seven decks were removed fained and replaced, deck in way of same riveted. Hatch coamings about thirty new wood latches fitted. Lifting beams removed, face plate fitted to edge of face of angles. Plain valves on shell in way of topside tanks, used for discharging ballast from these tanks, removed, openings with blank flange, with spigot through shell riveted. Rudder lifted and new rudder stock

whole of the inner bottom plating from Collision aft to Bulkhead bulkhead was found to be less indented between frames, but perfectly tight. The face plate in web frames were also slightly inefficient. The Owners requested that repairs be left to their party until a more favourable opportunity and as the defects in question do not in any way affect the efficiency of the vessel, the proposed repairs are recommended for the favourable consideration of the Committee. JH

W813-01192