

(Received at London Office)

AUG. 29. 1916

No. 13020

RT of SURVEY for REPAIRS, &c.

When handed in at Local Office 15th Aug 1916

Port of New York

Date, First Survey 10th July 1916
(No. 15020)

Last Survey 24th July 1916

Iron or Steel S. S. F. J. LISMAN Master Walter O'Brien

Built at George Mich By whom Great Lakes Dry Works When 1911

Owners Oriental Navigation Co Port belonging to Montevideo.

Owners' Address (if not already recorded in Appendix to Register Book).

in Dry Dock? Yes Name of Dock Lehigh Lanes Destined Voyage Baltimore, France

feet; uE&B feet; f feet; t tons. FPT tons; APT tons; MT feet tons.)

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, on plating, especially in the boiler space.

10.

Port

must be reported in detail and separately in the terms of the Rules. State clearly the 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 hull is reported, the particulars should be clearly stated in the space provided on Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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?

TION AS PER RULE, FOR

Classification

Bottom & Rudders cleaned examined and coated, rudders the examined. All framing, stringers, beams, shrouds, rats and iron surfaces of shell plating, and bolts, plates, engine Room spars and under same, other wood engine rooms beams examined, found all in satisfactory condition, scaled and coated again. All ceilings in holds & bulkheads lifted, plating side lights examined, found in good condition and to be dried away at this time. Shell plating cleaned obtained, for particulars see First Entry Report.

Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Stringers	Good						
Inner Bottom Plating							
State if Tanks have been examined inside	Yes						
State if Tanks now tested	Yes						
Bulkheads	Good						
Ceilings	Good						
Cement or paint (State which.)	Good						
Rudder	Good						
Steering gear and its connections	"						
Windlass	"						
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						
Stringers	Good						
Dblng. Plates under Sounding Pipes	Good						
Engine Room Skylights							
Coal Bunkers, Open'gs, Lids, &c.							
Scuppers							
Cargo Hatchways							
Hatches							
Planking of Wood Vessels							
Caulking	ditto						
Treenails	ditto						
Breasthooks & Stemson	ditto						
Transoms, Pointers, & Crutches	ditto						
Timbers of Frame at openings	ditto						
Ditto ditto at other places	ditto						
Stringers, Clamps & Shelves	ditto						
Salting	ditto						
(State if examined.)							
Copper, or I.M. of Wood Vessels (State if on Board.)							
When put on, Month							
Boats	Good						
Masts, Yards, &c.	/						
Condition, how ascertained	Good						
(State if wedges removed.)							
Sails							
Equipment letter	5						
Anchors, No. of	98 15 1K						
Cables (State if now ranged)	Up						
" length	240	size	1 1/2				
" (on board)							
" Bulk length	240	size	1 1/2				
Hawsers & Warps	Good						
Standing & Running Rigging	"						

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 survey, 1,15, and the notations of "No. 1-15 and PTNDL5, &c."

of 1. While in my opinion to be classed in the Society's Register Book 100A - inserted when the equipment has been placed in order, and to be 1. 1/2 to 3-7-16, subject to the tank top plating over frames first favourable opportunity. Vessel without Cargo Battens.

£ 400/- 100/-

Fees applied for,
16-8-16.

Received by me,

22-9-16

John D. Robson

Surveyor to Lloyd's Register of Shipping.

TUE SEP 19 1916

See marine
on the report.

TUE 26 JUN. 1917



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W & Lloyd's Register
Foundation

TUE. AUG. 29, 1916

to York

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

— S. S "F. J. LISMAN"—

double bottom and topside tanks cleaned out, mixed scaled & painted while recovering, found or placed in good condition. Cabin painted, chain examined, sealed and coated. Decks, anchor, class capstan, stem steering engine, gear and rudder, hand steering gear, bottom pump, light doors, air & sounding pipes examined & or now placed in good condition Hatch covers fitted in position. All double bottom, topside peak tanks listed as per rule with satisfactory 5. Hay Poles, Sampson Post & general equipment ninth.

WORKS EFFECTED

Decks Port Side

PAKE Plates ho 3 and 4 faired in place.

PAKE Plates ho 3 and 4 faired in place.

PAKE Plates ho 2, 3 and 4 faired in place.

PAKE Plate ho 5 faired in place.

Decks RBD SIDE

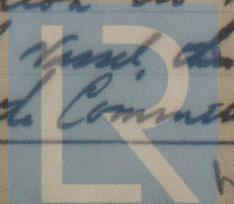
PAKE Plate ho 4 faired in place.

PAKE Plate ho 9 faired in place.

KE Plate ho 3 and 4 faired in place.

way of ho 2 Topsides tank port side, seven deck beams removed faired and replaced, deck beams in way of some riveted Hatch coamings. About thirty new wood Hatch fitted lifting beams removed, face plates fitted to edge or face of angles. Plain valves on shell in way of topside tanks, used for discharging ballast from those tanks, removed, openings with blind flange used spigot through shell riveted. Rudder lifted and new rudder stock

whole of the inner bottom plating from collision and aft to Stokholt bulkhead was found to be less indented between frames, but perfectly tight. The face plates on wet frames were also slightly affected. The Owners requested that repairs be made to their party until a more favourable opportunity and as the defects in question do not in any effect the efficiency of the vessel, the proposal that for the favourable consideration of the Committee. J.H. 2020
N 813 0119 2



N 813