

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1923 When handed in at Local Office 7/5/23 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book.

Survey held at Wallsend-on-Tyne

Date, First Survey 6 April Last Survey 1 May 1923

72936

on the Wood, Iron or Steel

SC "SHAHRISTAN"

Master

YEAR. MONTH.

When 1911-11

TONNAGE:-

Built at W. Hartlepool

By whom W. Gray & Co Ltd

Port belonging to Swansea

GROSS 4552

Owners Shahristan S.S. Co. Ltd

UNDER DK. 4219

Owners' Address

NET 2844

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

Surveyed Afloat or in Dry Dock Both

Name of Dock Wallsend Shipway & Co

Destined Voyage Persian Gulf via Baltic

WB=CellDBorDBa feet; uE&B feet; f feet; total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year and Month	Machinery and Boiler
For Special Survey.		Surveys
Date of last Survey and of Periodical Surveys.		(including date of N.B., if any).
+100-A-1. 7-22		+LMS 8-21
55 HPL No 3. 8-21		75. CL. 8-21

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 10962 Port Brs

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

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 to whom and why they were declined?

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

burning oil fuel.

Fitting for carrying and

Now done:- Vessel placed in dry dock. Bottom and rudder cleaned, examined and recoated. Double bottom tanks (in holds) tested to upper deck.

Alterations:-

Oil fuel to be carried in double bottom but not under machinery. Heating coils in holds & raised on 2" battens.

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...
 Removed and Fair'd or Repaired ...
 Fair'd or Repaired in place ...

Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

PRESENT CONDITION OF THE

Decks Good
 Caulking of Decks "
 Waterways "
 Coamings "
 Beams & Fastenings "
 Outside Plating Good
 Caulking of ditto "
 Rivets "
 Breasthooks & Crutches "
 Transoms Good
 Frames Good
 Reverse Frames "
 Floors "
 Keelsons "
 Stringers "
 Inner Bottom Plating Good

State if Tanks have been examined inside No.
 State if Tanks now tested S.B. only Yes
 Bulkheads Good
 Ceiling "
 Cement or Asphalt parts seen "
 (State which.)
 Rudder "
 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
 Have Ventilators and their Coamings been examined and found efficient? Yes

Dblg. Plates under Sounding Pipes Good
 Engine Room Skylights Good
 Coal Bunkers, Open'gs, Lids, &c. "
 Scuppers "
 Cargo Hatchways "
 Hatches "
 Planking of Wood Vessels "
 Caulking ditto "
 Treerails 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 Y.M. of Wood Vessels.

(State if on Felt.)
 When put on, Month Year

Boats Good

Masts, Tacks, &c. "

Condition, how ascertained from deck

(State if wedges removed)

Sails X

Equipment letter X

Anchors, No. of 34 15 1K

Cables (State if now ranged) no

length size

(on board) size

Rule length stated sufficient

Hawser & Warps stated sufficient

Standing & Running Rigging good

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

State clearly whether any 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 this survey, thus, for example:—"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," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is eligible in my opinion to remain as classed and to have record of survey Nwc 5-23 and the notation of "Fitted for oil fuel 5-23. J.P. above 150°F."

Survey Fee (per Section 20) £ 12 12 0
 Fitting oil fuel.
 Special Damage or Repair Fee (if any) (per Sec. 20) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

7/5/23

Received by me,

19

S. Robson

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Note alt

TUE 15 MAY 1923

10081

Fitted for oil fuel 4.23 Habas 150°F

002825-002829-007512

S. S. "SHAHRISTAN"

fitted round strums of the suction to double bottom tanks and in settling tanks and hydraulically tested to 360 lbs per sq. in.

Two settling tanks fitted on starboard side of vessel abreast of main boiler recess and a transverse bulkhead (dust-tight) fitted at the fore end starboard on 101 frame, (see piping plan) and the space suitably ventilated.

The two settling tanks have been constructed & tested in accordance with the plan approved on the 28th March 1923 and Secretaries letter of same date. The drain holes &c in Centre girder in Nos 2 + 3 hold double bottom tanks have been filled by means of plate patches.

The feed water tank under engines has been shortened 3 frame spaces (amended capacity 87 tons) at after end thus forming cofferdam between No 3 (hold) tank & feed tank. The floor now forming the after end of feed tank made watertight and tested.

New air pipes fitted to double bottom tanks before testing, with goose-necks covered with wire gauge at the upper deck. The air pipes are of equivalent sectional area to the respective tank filling pipes.

The existing manhole doors to double bottom tanks have been retained, see approved plan and Secretaries letter dated 14th April 1923.

The lower portion of starboard lower bunker removed in stokehold so as to form recess for oil fuel units.

The piping arrangements are in accordance with the approved plan & Secretaries letter dated May 2nd 1923.

The requirements of Section 49 of the Rules have been complied with.
3 Plans herewith.

Plar and tear repairs.

A number of defective rivets on bottom and sides have been renewed.

J.R.



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Lloyd's Register
Foundation

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