

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10 Feb 1930 When handed in at Local Office 12/2/30 Port of NEWCASTLE-ON-TYNE

No. in Survey held at North Shields Date, First Survey 24 Dec/29. Last Survey 7 Feb 1930
Reg. Book. 26462 on the Wood, Iron or Steel Sec. ARISTAN (No. of Visits 18.)

TONNAGE: GROSS 6401 BUILT at Sunderland By whom Short Bros. Ltd. When 1927 MONTH 11
UNDER DK. 5883 Owners Huidustan Steam Shipping Co. Ltd. Owners' Address
NET 3863 Managers Common Bros. Port belonging to Newcastle

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Smith's Destined Voyage
WB=CellDBoDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. 4026 Port Bdx

(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.)

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

not required Was a damage report made by anyone else? If so, by whom? Underwriters

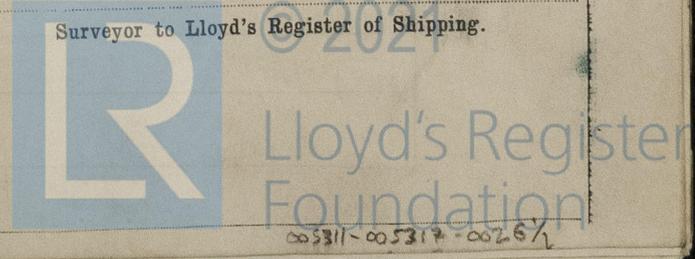
REPAIRS, OR EXAMINATION AS PER RULE, FOR (a) Damage due to Heavy Weather
See Bordeaux Report 4026 and (b) minor damages.
(a) Vessel placed in dry dock bottom and rudder cleaned, examined and recoated. Rudder lifted and pintles and bushes overhauled.
Midship Houses. The upper structures amidships were dismantled to the level of the bridge deck, and a new steel saloon house fitted, composed of .30" plating flanged 5" to form stiffeners, the Captain's steel house being riveted & faired as necessary and fitted to the plates introduced to the top of the saloon house.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	3	1					3	Renewal of midship upper structures generally. Testing &c.
Removed and Faired or Repaired	1	2					2	
Faired or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	Good	Yes	Yes	Good	Good	When put on, Month	Good
Caulking of Decks	"	Yes	Yes	Good	Good	Year	Good
Coamings	"	Yes	Yes	Good	Good	Boats	Good
Beams & Fastenings	"	Yes	Yes	Good	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Yes	Yes	Good	Good	Condition, how ascertained	from dx.
Breasthooks	"	Yes	Yes	Good	Good	(State if wedges removed)	✓
Transoms	"	Yes	Yes	Good	Good	Sails	✓
Frames	Good	Yes	Yes	Good	Good	Equipment letter	at
Reverse Frames	"	Yes	Yes	Good	Good	Anchors, No. of	4
Longitudinals	Good	Yes	Yes	Good	Good	Cables (State if now ranged)	No
Transverses	"	Yes	Yes	Good	Good	length (on board)	size
Floors	"	Yes	Yes	Good	Good	Rule length	size
Keelsons	"	Yes	Yes	Good	Good	Hawser & Warps	Good
Stringers	"	Yes	Yes	Good	Good	Standing and Running Rigging	"
Inner Bottom Plating	"	Yes	Yes	Good	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 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."
This vessel is eligible, in my opinion, to remain as classed with fresh record of Survey 2.30.

Survey Fee (per Section 20) £ : : Fees applied for, 12 FEB 1930
Special Damage or Repair Fee (if any) £ 31 : 10 : 0 Received by me. [Signature]
(per Sec. 20) Sunday Fee £ 2 : 2 : 0
Travelling Expenses (if chargeable) £ : : :
Second Surveyor's Fee (if any) £ : : :
Committee's Minutes FRI. 28 FEB 1930
Character Assigned 100A1
S.I.30 Carrying petrol. in bulk Fitted for oil fuel &c.



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

S.S. "Laristan".

Flying Bridges. The upper and lower flying bridges were rebuilt with fast new material, and a new teak wheelhouse & chart room was fitted.

The midship accommodation was generally renewed and all control gear and other fittings were repaired or renewed as found necessary.

Deck and other pipes were also repaired or renewed as required.

Bridge Deck. 3 deck plates were renewed and 2 faired in place.

4 plates of bridge front were removed, faired & replaced.

Hammer testing The vessel was generally hammer tested throughout.

Testing. The fore and after peak tanks, deep tank, Cofferdams, double bottom tanks, oil fuel bunkers, & all main & summer tanks were filled and tested & found satisfactory.

Pump room flooded.

All caulking & riveting made good as required, some 900 rivets being renewed in all.

A large number of minor damage repairs also effected.

(b) Minor Buoy and La Pallée Damages.

Port K1 & 5 Shell plates removed, faired and replaced & T6 faired in place.

1 longitudinal faired in place.

Starboard side.

T5 plate removed, faired & replaced also 1 longitudinal, & 1 letter faired in place.

Vessel was remeasured for tonnage above the upper deck

New G.R.T. 6400.66

New Net 3862.8

Under T.R. as before 5883.08

H.E.A.

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Lloyd's Register
Foundation

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