

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10 Feb 30 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

UNDER DK. 5883

NET 3863

Built at Sunderland

By whom

Shore Bros. Ltd.

When 1927

MONTH. 11

Owners Huddleston Steam Shipping Co. Ltd.

(if not already recorded in Appendix to Register Book)

Managers

Common Bros.

Port belonging to

Newcastle

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Smith's

Destined Voyage

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.

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

+100 A 1.4.29

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

+LMC 11.27
C 4.29

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:-

Renewed

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

Removed and Faired or Repaired

Faired or Repaired in place

3

1

1

1

1

1

3

2

Renewal of midship upper structures generally. Testing &c.

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt (State which.)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Cool Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treennails

Breasthooks & Stemson

Transoms, Pointers, & Clutches

Timbers of Frame at openings

Ditto ditto at other places

Stringers, Clamps & Shells

Salting (State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on shell).

When put on, Month

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length (on board)

Rule length

Hawser & Warps

Standing and Running Rigging

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)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minutes

Character Assigned

S.I.30

Fees applied for,

12 FEB 1930

Received by me,

23.10/1930

22.2/- 2/4/30

FRI. 28 FEB 1930

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

005311-005317-00267

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.

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

1 Longitudinal faired in place.

Starb. side.

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

Vessel was remeasured for tonnage above the upper deck — New G.R.T. 6400.66

New Net 3862.8

Under D.K. as before 5883.08

fl. A

fl. A



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Foundation