

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21st Dec 1929 When handed in at Local Office 21st Dec 1929 Port of Bordeaux
No. in Survey held at La Pallice Date, First Survey 11th Dec. Last Survey 16th Dec 1929
Reg. Book. 26462 on the Wood, Iron or Steel Sc "LARISSAN" (No. of Visits 3)

TONNAGE:—

GROSS

UNDER DK.

NET

Built at

By whom

When

YEAR.

MONTH.

Owners

Owners' Address

Managers

Port belonging to

Surveyed Afloat or in Dry Dock? Afloat Name of Dock La PalliceDestined Voyage Cyprus via Rouen.

WB=CellDBorDBa

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. 84067 Port Nw

(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

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

Copy attached hereto

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage.

stated to be due to heavy

weather encountered at the beginning of December 1929. whilst on a voyage from Philadelphia to La Pallice. Vessel examined afloat.

Upon examination the following damage was found:

Front bulkheads of Saloon. Chart Room & Wheel House. destroyed. & all rooms above bridge deck gutted.

Riveting of Lower Bridge front started.

Fore & aft gangway on fore deck destroyed at the after end.

Stanchions & rails on fore-castle & bridge decks damaged.

Lower & upper bridges. with running gear smashed up.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates

Frames

R. Frames

Floors

Beams

Str. Plates

Dk. Plates

Other Items:—

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

Bridges temporarily repaired

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

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

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shells ditto

Salting (State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on felt)

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length size

(on board)

Rule length size

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 to remain as classed without fresh record of survey subject to the vessel being placed in dry dock for examination of the bottom, all tanks tested the midship structure above bridge deck removed & rebuilt, all piping & electric wiring on deck refitted in order on the vessel's arrival in the Cypr.

Survey Fee (per Section 50, Act. Cent. 100

Special Damage or Repair Fee (if any) 800

Damage Report 500

Travelling Expenses (if chargeable) 1100

Second Surveyor's Fee (if any) 250

Fees applied for,

17.12.1929

Received by me,

13.1.30

Surveyor to Lloyd's Register of Shipping.

Committee's Minutes

Character Assigned

Deferred for repairs

FRI. 28 FEB 1930

Lloyd's Register Foundation

005311-005317-0034 1/2

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Fastenings and bolts of tank lids on weather decks damaged & packings started.

All pipes on deck, somewhat damaged

Electric wiring including navigating lights destroyed.

2 life boats^T damaged.

As permanent repairs it was recommended:

The whole midship structure above bridge deck to be removed & rebuilt. Riveting of lower bridge bent overlaid as

Engine telegraph, ~~tele~~motor, compasses, & wireless set to be refitted in good condition.

Life boats to be repaired. Fore & aft gangway to be repaired

Stanchions and rails on fore-castle & bridge decks to be removed, paired & replaced.

Port lights to be examined throughout vessel and defective to be renewed.

Bank's lids to be examined & overhauled as required.

all pipes on deck & electric wiring to be overhauled as necessary

In addition to these repairs & owing to the severe straining suffered by the structure of the vessel during the exceptionally

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

heavy weather encountered, it was also recommended that the vessel should be placed in dry dock for examination of the rudder & of the bottom, all Cargo Tanks, double bottom tanks & peaks tested & the riveting hammer tested.

As the Owners found it convenient to have the permanent repairs effected in the Tyne, to enable the vessel to proceed to her contemplated voyage, the following temporary repairs have been carried out at La Pallice:

2pt. 9a.

Port of

Bordeaux

Continuation of Report No. 4026 dated 21st Dec. 1929 on the

$\frac{3}{5}$ "Paristan"

Steering Engine examined & tried under Working Conditions
 Loud Speaking Telephones fitted for Communication
 between the Navigating Bridge, and the Engine Room
 & Steering Engine aft.

Navigating Lights & wireless Set refitted in good order
Steel Doors at the aft bulkhead of Bridge Space
refitted in good condition

Wood navigating bridges built & Wood patches fitted
in front of Saloon, Chart Room & Wheel House.

Fore & aft gangway in the fore deck temporarily repaired

In my opinion these temporary ^{repairs} place the vessel in a seaworthy condition to proceed to the Cyne via Raucey, for permanent repairs.

Please See Copy of Damage Report & Copy of
Interim Certificate attached hereto

J. M.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN