

BORDEAUX.

17th. December 1929.

J. MILET,

the Owners' Representative, attend on board the steamer "LARISTAN".
6417 tons gross, N°26462 in the Register Book, whilst lying afloat
at La Pallice, on the 11th. December 1929, for the purpose of
ascertaining the damage stated to have been sustained through
stress of weather at the beginning of December 1929, whilst on
a voyage from Philadelphia to La Pallice.

For further particulars please refer to the vessel's log book.

Upon examination the following damage was found :-

MIDSHIP STRUCTURE ABOVE BRIDGE DECK.

Front bulkheads of Saloon, Chart Room and Wheel House
destroyed.

Captain's, Officer's & Stewards Pantry Rooms completely
guttled.

Wireless Room & Wireless Operator Room & Pilot Room
partially gutted?

Wheel House and Chart Room gutted.



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Telemotor, steering compass, sounding Machine, Engine
Telegraphs on upper bridge destroyed.

Navigating lights destroyed.

Lower and upper bridges with Awning gear, canvass rails, and
dodgers smashed up.

Wireless set and direction finder slightly damaged.

LOWER BRIDGE FRONT. riveting started.

Stanchions and rails on bridge deck bent. Main store room
in bridge space completely gutted.

FORE DECK.

Fore and aft gangway destroyed at the after end over 30 feet
long with ladder. Supports bent and slack from deck.

FORECASTLE HEAD.

Stanchions, rails and ladders bent.

2 tarpaulins on forecastle head hatch and 2 on cargo hatch
destroyed.

Tank lids. Fastenings and bolts damaged.

Packings started.

N°2 summer tank forward, port hatch coaming buckled & set in.

PIPES ON DECKS. All pipes on deck including forecastle head
somewhat damaged. Some pipes leaking, some pipes
broken.

Asbestos rope covering the steam pipes damaged.

Gratings over steam heater valves damaged.

Pipes carrying the electric cables and the Engine Telegraph
wires damaged.

POOP DECK. 2 wood boats damaged and a number of port lights
fractured.

The permanent repairs will be as follows :-

MIDSHIP STRUCTURE. The whole to be removed and rebuilt with new
materials as required.

Lower bridge front. All rivetting to be tested and made good as
required.



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Engine telegraphs, telemotor, compasses, wireless set to be refitted in good condition.

Life boats to be repaired.

Fore and aft gangway to be renewed for about 30 feet. Iron ladder to same to be renewed with fastenings.

Stanchions and rails on forecastle head and on bridge deck to be removed faired and replaced.

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

Tank lids to be examined and to be overhauled as required. Packings and fastenings to be repaired.

Port hatch coaming of N°2 summer tank forward to be removed, faired and replaced.

All pipes on deck to be overhauled as necessary.

Electric wiring on deck to be overhauled as necessary.

In addition to the above mentioned repairs it was also recommended that : the vessel should be placed in dry dock for examination of the rudder and of the bottom; all cargo tanks, double bottom tanks and peaks filled up and tested; the riveting hammer tested and the defective rivets renewed as necessary. The Main Engine to be opened out for general examination, the propeller shaft drawn in for examination and the steering gear examined.

It was also recommended that all removals which might be found necessary should be replaced in good condition, that all new & repaired work should be coated and that all the above mentioned repairs and work incidental thereto should be completed in a satisfactory manner so as to place the vessel in as good and efficient a condition as before the damage was sustained.

As the Owners found it convenient to have the permanent repairs effected at a home port, to enable the vessel to proceed to her contemplated voyage, the following temporary repairs have been carried out at this time at La Pallice :



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Doors at the aft bulkhead of bridge space refitted in good condition.

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

Loud speaking telephones fitted for communication between the bridges and the Engine Room & the Steering Engine, aft.

Navigating lights, & wireless set refitted in good order.

Fore & aft gangway in the fore deck temporarily repaired.

These temporary repairs having been carried out satisfactorily the vessel, in my opinion, is in a seaworthy condition and able to proceed via Rouen to the United Kingdom for permanent repairs.

(Sgd.) J. Milet

SURVEYOR TO LLOYD'S REGISTER.



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