

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

27 DEC 1929

of writing Report 21st Dec. 1929 When handed in at Local Office 21st Dec. 1929 Port of Bordeaux
 in Survey held at La Pallice Date, First Survey 11th Dec Last Survey 16th Dec 1929
 Book. (No. of Visits 3)

2 on the Machinery of the Wood, Iron or Steel Sc. "LARISTAN"
 Gross 6417 Vessel built at Sunderland By whom Short Bros. Ltd When 1927-11
 Net 3875 Engines made at Sunderland By whom J. Dickinson & Son Ltd When 1927
 1 565 Boilers, when made (Main) 1927 (Donkey) ✓
 1 2 Owners Lindusstan Steam Ship Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 Main Boilers 2 Managers Common Bros. Port Newcastle Voyage Cyne via Rouen
 Key Boilers 200 lb If Surveyed Afloat or in Dry Dock Afloat
 Boilers ✓ (State name of Dock.) La Pallice

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage

at Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he ad his services for this purpose, and why they were declined? Yes

amage report made by anyone else? If so, by whom? Copy attached to Ship Report

urveyor personally go inside each Main Boiler separately and make a thorough examination at this time? _____

as not done, state for what reasons? _____

t parts of the Boilers could not be thus thoroughly examined? _____

t special means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler? _____

urveyor examine the Safety Valves of the Main Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

urveyor examine the Safety Valves of Donkey Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? _____, and of the Donkey Boilers? _____

urveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

urveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boiler? _____

w shaft now been drawn and examined? _____ Is it fitted with continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

t now been changed? If so, state reasons _____

shaft now fitted been previously used? _____ Has it a continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft _____

urvey is not complete, state what arrangements have been made for its completion and what remains to be done _____

essel surveyed afloat on account of Damage stated to be due to any weather encountered at the beginning of December 1929, whilst

a voyage from Philadelphia to La Pallice.

ade a general examination of the main Engines & auxiliaries, in Engine Bed Plate. Exhaust block seating & Boiler Stools.

my opinion the main Engines are in efficient condition, but it is recommended at all working ports should be examined. & the Tail Shaft drawn

for examination on the vessel's arrival in the Cyne where she is

- bound via Rouen.

lease See Copy of Machy. Int. Certificate attached hereto.

ral Observations, Opinion, and Recommendation:—

to clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

e machinery of this Vessel is eligible in my opinion to remain as or classed subject to the main Engines being opened out & the

propeller shaft drawn in for examination on the vessel's arrival in the Cyne

Fee (per Section 28) £100.- Fees applied for 17-12-1929

Damage or Repair Fee (if any) £ Received by me, 13-1-1930

ing expenses (if chargeable) £

mittee's Minute _____

igned _____



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

J. M. L.
 Engineer Surveyor to Lloyd's Register of Shipping.

Deferred
 17 JAN 1930

FRI. 28 FEB 1930

Lloyd's Register
 Foundation

005311-005317-0038

Machinery generally examined
on account of heavy
weather damage.

Proceeding here for further
Survey.

Suggested action be
deferred.

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.

RF
3/18/29

Forward Rpt
to HWC.

9
3/18/29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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