

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

(Received at London Office)

Date of writing Report 4th Sept 1940 When handed in at Local Office 14:9:40 Port of Glasgow
 No. in Reg. Book. 78121 Survey held at Glasgow Date, First Survey 1.7.40 Last Survey 7.9.1940
 on the Machinery of the Wood, Iron or Steel "LARISTAN" (No. of Visits 25)
 Tonnage Gross 6401 Vessel built at Sunderland By whom Short Bros Ltd Year. Month. 1927-11
 Net 3863 Engines made at do. By whom T. Dickinson & Sons Ltd When 1927
 Nominal Horse Power 565 Boilers, when made (Main) 1927 (Donkey) ✓
 No. of Main Boilers 3 Owners Hindustan Steam Shipping Co. Ltd Owners' Address ✓
 No. of Donkey Boilers ✓ Managers Common Bros Ltd (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lb Port Newcastle Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock held in dry dock
 (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) damaging

(Periodical Surveys, when held, must be reported in detail and seriatim 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 briefly summarised at the end of the report. 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 why they were declined yes, not required

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

" " Donkey " " " " " " " "

If this was not done, state for what reasons? _____

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

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

State latest date of internal examination of each boiler Partially 4/7 1940 10/7/40

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 200 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? No 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? ✓

Has shaft now been changed? ✓ If so, state reasons _____

Has the 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? ✓

State date of examination of Screw Shaft _____ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16 t.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the L.M.C. Survey the Steam piping requires to be examined and tested. It is stated that this will be done at first convenient opportunity.

For damage stated caused by (1) heavy weather on January 6th & 7th 1940 whilst on a voyage from Cadiz to Halifax (2) Heavy weather on January 6th & 7th 1940 and the result of negligence by the Ship's personnel.

M.S. - Vessel placed in dry dock. Propellers and Sea Connections with their fastenings examined. All cylinders, pistons, Slide Valves and casings, Crank, Thrust, and Intermediate Shafting, Air feed, circulating and Bilge pumps, Condensers (tested), and pumping arrangements opened up examined and found in places in safe working condition. Crankshaft lifted for N-1 Damage & BS The three Main Boilers examined internally and externally together with their mountings and found in places in safe working condition. Continues

General Observations, Opinion, and Recommendation: - The machinery so far as seen, is in safe working condition and eligible in my opinion to remain as classed with fresh records of B.S. 8.40 now and M.S. 9.40 when the Steam piping has been examined and tested

(State 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, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) M.S. & BS £ 14 : 0 : 0 Fees applied for 17 SEP 1940
 Special Damage or Repairs Fee (if any) electrical £ 21 : 0 : 0
 Travelling expenses (if chargeable) £ 8 : 10 : 0 Received by me, G.H. Macdonald

Committee's Minute GLASGOW 17 SEP 1940

Assigned + LMC 8.40
Subject

G.H. Macdonald M. Dale S. G. G. G. G. G.
 Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register Foundation

005311-005317-0024 1/2

LARISTAN

After completion of repairs all three Boilers tested by Hydraulic pressure to 230 lbs per sq inch satisfactorily. Safety Valves adjusted as above.

Altivation An additional 15. K. W Steam dynamo now fitted and examined under working conditions.

B.S oil fuel pumps opened up and examined. Valves, tanks, pipes, and deck controls in connection with the fuel and steam smothering installation found & made efficient. O.F. installation tested under working conditions.

1st Damage repairs L.P. Bottom end Brasses, all lower halves and No 6 Top half M.B. Brasses re-metalled.

H.P. piston Rod found bent now renewed.

Holding down Bolts hardened up.

2nd Damage repairs All 12 furnaces now renewed.

Port aft Boilers introduced High c.c. back plate cropped in way of buckling and part renewed.

A number of tubes and c.c. stays renewed.

and other minor repairs made

W. & T. repairs 5 eccentric Strops re-metalled; M.P. and L.P. Guide Shoes re-metalled.

H.P. and M.P. Valve Spindles skimmed.

Forward Bilge pump Casting, both Bilge pump rams and Bilge pump Suction and discharge Valves renewed.

Ballast pumps Buckets, Valve Spindles and piston rings renewed. Slide Valve gear renewed complete.

Circulating pump Piston Rod, piston Valve lines and spindle renewed. Steam Cylinders bored out.

General Service pump Water end liners bored out. Buckets and Rods, all Suction and delivery Valves & Seats renewed. Slide Valve gear renewed complete.

Port Water feed pump All Suction and delivery Valves and Seats renewed. Buckets renewed. Steam Valve Chest overhauled by Messrs Weirs.

Starboard Water feed pump All Suction Valves and Seats, also delivery skimmer.

Steam Valve Chest overhauled by Messrs Weirs

Auxiliary Condenser 1 Tube plate and about 100 tubes renewed.

Condenser casing bottom half renewed.

other minor repairs made

Electrical Installation:- how done:- The electrical installation examined

under working conditions. Generator, cables, fittings on Main L.V. Bd & distribution boxes examined. Insulation tests made on all circuits all found or put in order. Minor repairs effected.

[Signature]