

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

(Received at London Office 13 FEB 1930)

Date of writing Report 24. 1. 30 When handed in at Local Office 25/1/30 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 26462 Survey held at North Shields Date, First Survey 7 Jan Last Survey 24 Jan 1930 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S/S "LARISTAN"

Tonnage { Gross 6417 Net 3875 Vessel built at Sunderland By whom Shaw Bros. L<sup>d</sup> When 1924. 11

Nominal Horse Power 365 Engines made at - do - By whom J. Dickinson & Co. L<sup>d</sup> When 1924.

No. of Main Boilers 2 Boilers, when made (Main) 1924. (Donkey) ✓

No. of Donkey Boilers - Owners Industrial Tin. Shipy. Co. L<sup>d</sup> Owners' Address Port Newcastle Voyage ...

Steam Pressure in Main Boilers 200 Managers Common Bros. L<sup>d</sup> Port Newcastle Voyage ...

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. ... Port North Shields

Particulars of Examination and Repairs (if any) Damage T.S. + 100A. 1. 4. 29. + L.M.C. 11. 24. T.S. 4. 29 CL.

(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 req.

Was a damage report made by anyone else? If so, by whom? Yes. Underwritten Sur. Co.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Do. " Donkey " Boilers not due for Survey at this time.

If this was not done, state for what reasons? Boilers not due for Survey at this time.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No. 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? ✓

Vessel placed in dry dock for examination after damage stated to have been sustained by heavy weather on various dates Dec. 1929 on voyage Philadelphia to La Pallice for further particulars see Ships Log.

Sail shaft drawn & examined with propeller, stern bush & outside fastenings.

Machinery opened & examination made of cylinders, pistons, slides, rods, spindles, crank & thrust shafting, bearings, air circulating feed & bilge pumps & their valves, Condenser (tested). Sliding engine examined.

General Observations, Opinion, and Recommendation:—

(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, or L.M.C. 9, 11, 120 lb., F.D., &c.)

The machinery of this vessel as far as now seen is in order & safe working condition & reliable in my opinion to remain as classed & have rotation of Sail shaft seen 1.30 cl.

Survey Fee (per Section 28) £ 9-9- Fees applied for 12 FEB 1930

Special Damage or Repair Fee (if any) (per Section 28.) £ 9-9- Received by me, 19. 3. 1930

Travelling Expenses (if chargeable) £

Committee's Minute FRI. 28 FEB 1930

Assigned As now

J. Fraser  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation  
 005311-005317-0028

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

8/8 "LARISTAN" Con'd

Repairs: H.P. bottom end bearing re-metalled.  
L.P. valve spindle skinned up in lathe & packing renewed.

All main steam piping tested in shop by hydraulic pressure to boots & afterwards re-jointed.

Circulating pump impeller shaft skinned up.

*Postul*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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