

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

(Received at London Office 22 FEB 1930)

Date of writing Report _____ When handed in at Local Office 21/2/30 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle Date, First Survey 27/1/30 Last Survey 8/2/1930
g. Book. 6462 on the Machinery of the ~~Wood, Iron or Steel~~ S. "Laristan" (No. of Visits 4)

Tonnage { Gross 6417 Net 3876 Vessel built at Sunderland By whom Short Bros Ltd When 1927.
Engines made at _____ By whom _____ When _____
Boilers, when made (Main) _____ (Donkey) _____
Owners Hindustan Steam Shipping Co Ltd Owners' Address _____
Managers Common Bros. Port _____ Voyage _____
If Surveyed Afloat or in Dry Dock Dry Dock. (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

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.

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?

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

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

Do. " Donkey " " " " "

If this was not done, state for what reasons?

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

so 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? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done?

The whole of the midship acc^t stripped out & rewired, 46 lights rewired with lead covered cable. 13 Cabin fans fitted. Navigation circuits rewired. Set of Suez Canal lights & one set of signal lamps fitted.
Stripped out & rewired ^{main} from pantry (junction box) to bridge including Walkers Log, navigation, wireless, foremast, main mast & stern.
Two cargo connection boxes rewired.
Telephones rewired telephone housed in watertight steel box.

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, E.S. 9,11, B.&M.S. 9,11, or X L.M.C. 9,11, 140 lb., F.D., &c.)

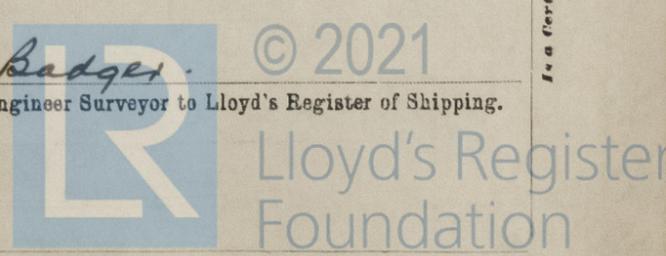
The above installation is now in good condition & the vessel is eligible in my opinion for retention of quotation electric light wireless

Survey Fee (per Section 28) £ 3 3 0
Special Damage or Repair Fee (if any) £ : :
(per Section 28.)
Travelling Expenses (if chargeable) £ : :

Fees applied for 13.2.1930
Received by me 19.3.1930

W.T. Badger
Electrical Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 28 FEB 1930
Assigned



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

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

Weather damage. Engines Exam'd
Steam pipes tested. Electrical
Installation overhauled + parts
renewed.

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.

It is submitted that
this vessel is eligible to
remain as CLASSED.

S. 1.30

26/7/30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation