

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

(Received at London Office

16 OCT 1926

Date of writing Report *Oct. 15th 1926* When handed in at Local Office *Oct 15th 1926* Port of *Falmouth*
No. in Reg. Book. Survey held at *Falmouth* Date, First Survey *T* Last Survey *Oct 16th 1926*
65334 on the Machinery of the *Wood, Iron or Steel* *SS "BULLA"* (No. of Visits)
Tonnage Gross *526 2* Vessel built at *Hesermünde G.* By whom *V.C. Tecklenborg A.G.* When *1905-11*
Net *321 9* Engines made at *"* By whom *"* When *1905*
Nominal Horse Power *594* Boilers, when made (Main) *1905* (Donkey) *1905*
No. of Main Boilers *3* Owners *Australian Commonwealth* Owners' Address *"*
1000 (If not already recorded in Appendix to Register Book).
No. of Donkey Boilers *1* Managers *Line of Steamers* Port *London* Voyage *✓*
Steam Pressure in Main Boilers *220* If Surveyed Afloat or in Dry Dock *River Fal afloat* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers *220* (State name of Dock.)

Last Report No. *6587* Port *Fal*Particulars of Examination and Repairs (if any) *Limitation*

Local Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules. State clearly the of 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.

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

Damage report made by anyone else? If so, by whom?

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

" Donkey " " "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined? *Survey confined to furnaces.*

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

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?

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

At the request of Owners Agents examined main boiler furnaces with firebars removed & gauged furnaces where necessary. main boiler furnaces distorted but efficient for 6 months. main boiler furnaces slightly distorted but efficient for 6 months. main boiler Starb & Centre furnaces distorted & should be jacked fair before proceeding on another voyage. furnace cracked for about 2" on 8th corrugation from top end & distorted. This furnace should be jacked fair, crack cut out & welded.

It is further recommended that the 3 furnaces of Starb & Centre should be renewed at the end of 6 months after above repairs have been carried out.

Observations, Opinion, and Recommendation:— *The machinery of this vessel is in good order, and no alteration is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, L.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11.*

It is recommended in my opinion to remain as classed subject to the 3 Boiler furnaces being repaired as stated before sailing & before the end of six months from that date and to the furnaces of Centre & Port Main boilers being re-examined 6 months from date of sailing.

Survey Fee (per Section 28)..... £

Fees applied for

Oct 16th 1926

Received by me

23.10.1926

Special Damage or Repair Fee (if any)..... £ 2 2 0

(per Section 28.)

Travelling Expenses (if chargeable)..... £

Committee's Minute

Assigned

TUES. 19 OCT 1926

TUES. 9 NOV 1926

TUES. 30 NOV 1926

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation