

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

(Received at London Office

14 OCT. 1926

Date of writing Report *Oct 12th 1926* When handed in at Local Office *Oct 12th 1926* Port of *Falmouth*
 No. in Reg. Book. *65334* Survey held at *Falmouth* Date, First Survey *7* Last Survey *Oct 9th 1926*
on the Machinery of the Wood, Iron or Steel SS "BULLA" (No. of Visits *1*)
 Tonnage { Gross *5262* Vessel built at *Wesermünde G.* By whom *U.C. Tecklenborg A.G.* When *1905-11*
 Net *3219* Engines made at *"* By whom *"* When *1905*
 Nominal Horse Power *594* Boilers, when made (Main) *1905* (Donkey) *Aux 1905*
 No. of Main Boilers *3.3* Owners *Australian Commonwealth* Owners' Address *"*
 No. of Donkey Boilers *2.10* Managers *Line of Steamers* (If not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers *220* Port *London* Voyage *✓*
 in Donkey Boilers *x 220* If Surveyed Afloat or in Dry Dock *River Fal afloat.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. *9232* Port *Syd*Particulars of Examination and Repairs (if any) *Limitation*

(Periodical Surveys, when held, must be reported in detail and serially 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

Was 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?

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?

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?

at the request of the owners agents proceeded on board vessel while lying (moored) in River Fal. for purpose of examining furnaces in accordance with limitation list

on examination it was found that the firebars were still in place. & a proper examination of the furnaces impossible

It was recommended that the firebars be removed & furnaces cleaned for further examination

This matter is now postponed pending the sale of the vessel

General Observations, Opinion, and Recommendation:— *The machinery of this*

(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, 140 lb., F.D., &c.)

vessel so far as seen is eligible in my opinion to remain as classed subject to the main boiler furnaces being further examined before vessel sails on another voyage.

Survey Fee (per Section 25) £ *2.2.0.*
 Special Damage or Repair Fee (if any) (per Section 25.) £ *2.2.0.*
 Travelling Expenses (if chargeable) £ *2.*

Fees applied for
Oct 12 1926
 Received by me,
Oct 12 1926

Committee's Minute

TUES. 19 OCT 1926

TUES. 9 NOV 1926

Assigned

TUES. 30 NOV 1926

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009341-009349-0258

Limit to examine furnaces expires

10th 26. Sailing to be held before

Sailing.

SSPO2 due 4th 26. Held on machinery.

It is submitted that
this vessel is eligible to
remain as UNCLASSIFIED

Subject to the
main boiler furnaces being
examined before sailing.

W.A.
15/10/26.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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