

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

(Received at London Office 14 JUN 1926)

Date of writing Report 5/5/1926 When handed in at Local Office 5/5/1926 Port of Sydney N.S.W.
No. in Survey held at Sydney N.S.W. Date, First Survey 31/3/26 Last Survey 28/4/1926
g. Book. 5390 on the Machinery of the Wood, Iron or Steel SESEA "BULLA" Master
Gross 5262 Vessel built at Seestmünde By whom J. C. Tackenberg A. S. When 1905 11
Net 5219 Engines made at Seestmünde By whom J. C. Tackenberg A. S. When 1905
Registered 594 Boilers, when made (Main) 1905 (Donkey) (auxy.) 1905
of Main Boilers 3 Owners Australian Commonwealth Line of Steamers Port London Voyage U.K. via ports.
of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Cockatoo Dry Dock and Particulars of Classification (which must be inserted
Main Boilers 220 lbs. (State name of Dock.) afloat in Sydney Harbour precisely as in Register Book & Supplements).
Donkey Boilers 220 lbs.

First Report No. Port
Particulars of Examination and Repairs (if any) L.M.C. and Propeller Shaft
When held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and all in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.

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 not.
Was a damage report made by anyone else? If so, by whom?
Personally go inside each Main Boiler separately and make a thorough examination at this time?
" Donkey " " "
State for what reasons?
The Boilers could not be thus thoroughly examined?
Means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?
Examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
Examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
Examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?
Examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?
Examine all the mountings of the Main Boilers? , and of the Donkey Boiler?
Have the Main Boilers now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?
Have the Donkey Boilers been changed? If so, state reasons.
Have the Donkey Boilers been fitted new? Has it a continuous liner? or two liners? or is it without liners?
Distance between lignum vitae of stern bush and top of after bearing of screw shaft?
Do not complete state what arrangements have been made for its completion and what remains to be done?

Vessel placed in dry dock, propeller shaft drawn inboard, examined and found in good condition, stern bush not renewed, propeller good. All sea valves and discharges opened out, examined, found good.
Engines opened out, cylinders, pistons, rings, rods, valves and chambers, crank and tunnel shafts, with shoes and bearings examined, found good.
Condenser opened out, examined, found good. Condenser opened out, 15 tubes found good, renewed, condenser tested and found sound and tight. Pumps and valves examined, found clear, pumps tried on bilges and found in order.
Evaporator opened out, examined internally and externally with mountings and in good condition. Evaporator seen under steam, found tight, safely adjusted and blowing freely at 20 lbs. per sq. inch. Spare gear checked and found in order. Port, Centre and Starboard Main boilers and auxiliary

Observations, Opinion, and Recommendation:—
Early 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, E.&M.S. 9, 11, or L.M.C. 9, 11, (B, F.D., &c.)
Vessel's machinery is now in good condition, eligible in my opinion to remain as classed, with record of L.M.C. 4-26 and Propeller Shaft Seen 4-26 in the Register Book, subject to the main boiler furnaces being examined at the end of October 1926.

Per Section 28) £ 21 : 0 : 0 Fees applied for 3/5/1926
Repair Fee (if any) £ : :
Expenses (if chargeable) £ : :
Received by me, J. C. Tackenberg
TUES. 19 OCT 1926 Engineer Surveyor to Lloyd's Register of Shipping.
FRI. 18 JUN 1926
TUES. 9 NOV 1926
TUES. 30 NOV 1926
Lloyd's Register Foundation
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boiler opened out, cleaned, examined internally and externally with
mountings and found in good condition except in centre boiler 4
C.C. stay nuts burnt and in star^d boiler 3 C.C. stay nuts burnt, all renewed
and now good, all main boiler furnaces out of true circle, gauged,
found still good but should be examined before the end of October
1926. In Limit List:- "Examine M.B. furnaces, 6 mos. 2-26." Main boiler
furnaces now examined as above.

Port, centre and star^d main boilers and auxiliary boiler seen under
steam, found tight, safety valves adjusted and blowing freely at
220 lbs. per sq. inch.

Main engines seen working in order under steam.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

S.S. No 2 due 4. 26 now
held & furnaces checked

It is submitted
this vessel is suitable for

THE RECORD. + LMC 4.26.

S4-26. Subject to the

main boiler furnaces

being examined before

the end of October 1926.

J.W.D.
17/6/26



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