

Date of writing Report: 1st Dec 1921 When handed in at Local Office: 2nd Dec 1921 Port of: London

10911 on the ~~Wood, Iron or Steel~~ *SS "BULGARIAN"* (No. of Visits *39*) Master

Surveyed Afloat or in Dry Dock? *Boyle* Name of Dock *main Landing St.* Destined Voyage *✓*

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No.	Port	Loc. 11 20.
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Periodical Surveys, when held, must be reported in detail and verbatim 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined? Was a damage report made by anyone else? If so by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR *classification.*

This vessel was built at Flensburg in 1904 by Messrs Flensburgskeffels Ges. - Classed Gen. LL 100 $\frac{2}{2}$.
The vessel has been purchased by Messrs Westcott Lawrence Line Ltd. who wish the vessel classed 100.
For this purpose the following has been carried out.
Deck placed in dry dock, bottom & interior cleaned, examined & coated.
Old ^{Deck} ~~bottom~~ deck, keels, timbers, engine & boiler spaces examined & all steel work cleaned & coated as necessary.
All ceiling in hold & bunkers lifted. Plating in way of side lights examined. All tanks including fore & after peak examined internally & tested. Cable ranges, chain locker, anchors, masts, spars & rigging & general equipment examined. Hatch pumps, watertight doors with coamings, air & sounding pipes, windlass, steering gear & its connections examined & found or made satisfactory. All bars & reefers.
Bedroom & 8 of the masts has been completed with. Steel plating drilled, amids hips

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed	...								
Removed and Fair'd or Repaired	...								
Fair'd or Repaired in place	...								

PRESENT CONDITION OF THE		Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Bottom	Good	Inner Bottom Plating	Engine Room Skylights	(State if on Felt.)
Planking of Decks	"	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month
Stairways	"	State if Tanks now tested	Scuppers	Boats
Rigging	"	Bulkheads	Cargo Hatchways	Masts, Yards, &c.
Ropes & Fastenings	"	Ceiling	Hatches	Condition, how ascertained
Side Plating	"	Cement or Asphalt	Planking of Wood Vessels	(State if wedges removed)
Planking of ditto	"	(State which.)	Caulking ditto	Sails
Keelsons	"	Rudder	Treenails ditto	Equipment letter
Stanchions	"	Steering gear and its connections	Breasthooks & Stemson ditto	Anchors, No. of
Stanchions & Crutches	"	Windlass	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Stanchions	"	Have Pumps now been examined and found efficient?	Timbers of Frame at openings ditto	„ length
Stanchions	"	Have Sluice Valves now been examined and found efficient?	Ditto ditto at other places ditto	(on board) size
Stanchions	"	Have Watertight Doors now been examined and found efficient?	Stringers, Clamps & Shelves ditto	„ Rule length size
Stanchions	"		Salting ditto	Hawser & Warps
Stanchions	"		(State if examined.)	Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of *ss No. 1-15 and ptND15, &c.*"

is much too eligible in our opinion to be classed 100 B. & that record of sun of 11.2 & the rotation
LIN No B. 11.21.

Fee (per Section 28)	£	:	:	Fees applied for,	
Damage or Repair Fee (if any)	£	:	:	19	
Storage Expenses (if chargeable)	£	:	:	Received by me,	
Surveyor's Fee (if any)	£	:	:	19	

James Daglish
David Gicholas
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

9. Director Assigned

see minute
on F.B. report.

S S "BULGARIAN"

The following repairs have been carried out.

Windlass. opened up, overhauled, various parts renewed and class is assembled & tested.

Readers. Lifted, bushes & spindles overhauled & readers are fitted & tested.

Shells. Rivetings caulking overhauled & placed in good order.

Cables. Renewed.

Per Sounding Pipes. Repaired as required.

Upper deck forward. Two stringer plates doubled.

Bridge deck. The whole of the bridge deck plating with the exception of the stringer plates has been renewed or doubled.

Batch covers. Renewed.

Batch coamings. Doubled or renewed.

Anti-rattling coamings. Part renewed.

Painting in holds & bunkers renewed.

Tables renewed & markings supplied with certificates. Anchors tested.

Double angles have been fitted to lower edge of web in N° 2 & 3 hatchways on the bridge deck. Bridge front stiffened by the addition of reserve bars to each stiffener required for strength. (See previous report).

Regarding the strengthening of the bottom forward, the outside plating is of increased thickness & the floors are increased to 50 inch; the welding & workmanship structure has been carefully examined, all the cement being cut out for this purpose.

As rules in force at the time the vessel was built did not require the bottom to be specially strengthened forward, except in cases of full form & as in our opinion the vessel does not come within this description, it is recommended that the strengthening as fitted may be considered satisfactory, having in view the length of time the vessel has been in service (date of build 1904) & there being no indication of any deficiency.

Examinations of bulkheads & timbers have been examined & considered efficient.

Rollers have been fitted in bridge space at hatchway side coamings.

On the upper deck there are large brackets fitted at the centre of each hatch leading from the deck to the upper side stringer.

Equipment has been checked & found to be as required.

Working arrangements & supports to hatch side coamings examined & considered efficient.

J. D.

RETAIN

RETAIN

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