

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

No. 85019

(Received at London Office 11 NOV 1921)

Writing Report No. 10-10-21 When handed in at Local Office 11 NOV 1921 Port of London

Survey held at London Date, First Survey Aug 2<sup>nd</sup> 1921 Last Survey Oct 24<sup>th</sup> 1921 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel S.S. "Bulgarian" Master

Gross 2064 Net 1268 Vessel built at Henschburg By whom Henschburgs Schiffet. G.E.S. When 1904

Engines made at do. By whom do. When 1904

Boilers, when made (Main) 1904 (Donkey)

Owners Winkler & Co. Ltd. Port London Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) London Docks

Report No. Port Completion of

Particulars of Examination and Repairs (if any) Classification

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on 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 initials of any letters respecting this case.

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 refused? Was a 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? no

" Donkey " " "

not done, state for what reasons?

Tests of the Boilers could not be thus thoroughly examined?

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?

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? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

When changed? Yes If so, state reasons Water cut at big end of main

Now fitted new? Yes Has it a continuous liner? Yes or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? Close.

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

The spare tail shaft now fitted 11 3/4 dia.

The sea-cocks examined and overhauled. The blow down

fitted with funnel & flanges.

The sea-cock & propeller fastenings put in order.

The propeller is a solid cast iron one 18ft dia: 14ft pitch

Surface 54 ft.

In the port boiler. - 23 screw stays renewed, & some caulking

of saddles of the port furnace.

Star Boiler. - 35 screw stays renewed. Some rivets renewed in

the back ends of the port & star Comb. Chams.

Observations, Opinion, and Recommendation: - The Engines & Boilers are

in good condition, eligible in my opinion for the certification

Class. 11-20. In Reg. No. 83744 & 84015.

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

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

W486-0237

Section 25) £ 15.00 Fees applied for 10/12/1921  
 or Repair Fee (if any) £ : :  
 Section 28.)  
 fees (if chargeable) £ : :  
 Received by me, 9.1.1922 J.W.

Surveyor's Minute 11 DEC. 1921  
 L.H.B. 11.20  
 J.D. C.L.

J. J. Cornish  
 Engineer Surveyor to Lloyd's Register of Shipping.



Screw shaft - grooved at one,  
Spare shaft now fitted  
Sea Connections examined & minor  
repairs effected to boilers.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD. L.M.C. - 11.20

F.D. C.L.

N.S. - 10.21.

*C. W. S.*  
15/12/21.



© 2019

Lloyd's Register  
Foundation