

84015  
No. 88885

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

(Received at London Office) 7 FEB 1921

Writing Report *Feb. 5<sup>th</sup> 1921* When handed in at Local Office *7 FEB 1921* 10 Port of *London*

Survey held at *LONDON* Date, First Survey *Feb. 4<sup>th</sup> 1921* Last Survey *Feb. 4<sup>th</sup> 1921*

on the Machinery of the *Wood, Iron or Steel* *S.S. "Bulgarian"* Master *H. C. Perry*

Gross *2064* Vessel built at *Hamburg* By whom *Humb. Schiff. Ges.* When *1904*

Net *1268* Engines made at *do.* By whom *do.* When *1904*

*180* Boilers, when made (Main) *1904* (Donkey) *do.*

Owners *Wm. & A. R. Macdonald* Port *LONDON* Voyage *do.*

If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.) *West India D.K.*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years and months since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>Lon 11.20 with footplate</i>		

Port No. *do.* Port *do.*

ars of Examination and Repairs (if any)

veys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and detailed 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.

ses 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* " " "

ons, state for what reasons?

of the Boilers could not be thus thoroughly examined?

l 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?

now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

been changed? If so, state reasons

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

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

at complete state what arrangements have been made for its completion and what remains to be done?

*Adjusted the boiler safety valves under steam to blow at 170 lbs per sq in*

RETAIN

W 486-0246

Observations, Opinion, and Recommendation:— *The machinery, so far as seen, is in good condition eligible in my opinion to have a notation of LUB 11.20 when the survey is completed on the 8<sup>th</sup> Feb.*

Section 28)	Fees applied for
Repair Fee (if any)	19
as (if chargeable)	19

's Minute *FRI. 1 FEB. 1921* *no action*

*H. P. Cornish*  
Engineer Surveyor to Lloyd's Register of Shipping.



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Scare shaft groove in  
Spare shaft new fitted

Survey for the classification of  
the machinery advised, to  
be completed on return to the

W. H.

It is submitted that

this vessel will be suitable for

1919 REG. NO. LMC 11.20.

When the screw shaft,  
propeller, sea connect-  
ing & partings have  
been examined.

W. H.  
16/2/21

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



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