

N.B.—All alterations in the existing records should be underlined.  
 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.

for Special Survey.  
 Date of last Survey and of Periodical Surveys.  
 + 8,27

5c,10,40.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor..... **16 SEP 1946**

VESSEL'S NAME BULAN Rpt. Bom No. 8283

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey 2nd. S.S. No. 3. for Reclassification.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in decos of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.		
	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.			
		Port.	Std.			Port.	Std.			Port.	Std.			Port.	Std.
SPAR SHEER STRAKE .....															
Strake below.....															
MAIN SHEER STRAKE <u>H</u>	.41	.39	.41	.02	.38	.41	.41	"	"	.38	.36	.38	.02	"	
1st Strake below..... <u>G</u>	.41	.44	.44	"	"	.38	.38	.38	"	"	.38	.34	.34	.01	.01
2nd " "..... <u>F</u>	.41	.39	.38	.02	.03	.38	.41	.39	"	.01	.38	.35	.36	.03	.02
3rd " "..... <u>E</u>	.41	.39	.39	.02	.02	.38	.39	.41	.01	"	.38	.36	.39	.02	.01
4th " "..... <u>D</u>	.41	.39	.39	.02	.02	.39	.39	.39	.02	.02	.39	.36	.36	.03	.03
5th " "..... <u>C</u>	.41	.39	.39	.02	.02	.40	.39	.39	.03	.03	.39	.36	.36	.03	.03
6th " "..... <u>B</u>	.41	-	-			.41	-	-			.39	-	-		
7th " "..... <u>A</u>	.41	-	-			.41	-	-			.38	-	-		
8th " "..... <u>Keel</u>	.44	-	-			.43	-	-			.43	-	-		
9th " ".....															
10th " ".....															
11th " ".....															
12th " ".....															

Drillings at ends to be made in the vicinity of the peak bulkheads.

This ship was built in 1924-6 and classed #100A1 with Inboard

Whilst on Government Service she was converted into a cable ship with consequent extensive alterations and additions. The ship has now been handed back to her original Owners and restored, as nearly as possible, to her original layout.

The BOMBAY Surveyors report (6,46) the ship examined in dry dock, bottom coated, the requirements of a RECLASSIFICATION SURVEY complied with, and due to wear and tear extensive repairs effected to deck plating, shell plating, frames, hatch coamings, and other items.

The shell plating has been drilled, with results as shown above, which are such as can be approved.



Survey Fee (Per Section 29) S.S. 2nd No. 3 Rs. 1575/-  
 Loadline Assignment Rs. 400/-  
 Special Charge for Repair Fee (if any) £ 350/-  
 Travelling Expenses (if chargeable) £ 75/-

Fees applied for, 16-7-46  
 Received by me, T.N. Noel

Years Assigned now expire  
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... must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs.

(Reclassif. Contm platt)

- 2 -

"BULAN"

On account of damage, cause not stated, 2 badly buckled side shell plates (p.s) in Crews' accommodation fwd, together with frames in way, dealt with.

The following alterations, made whilst the ship was on Government Service, have NOT been restored to the original layout :

- (1) All pillars in No. 2 hold removed and compensated for by 4 deep web frames fitted at ship's side (p & s) and 2 each to the transverse bulkheads, and
- (2) Two escape hatches at after end of No. 2 hold on upper deck.

The Owners' representative did not desire alterations to these 2 items, and the Surveyors submit same for the favourable consideration of the Committee. See endorsement 11.9.46 attached.

The equipment of chain cables is deficient by 45 fathoms, cause not stated. 60 fathoms of those on board are worn to renewal size.

The markings on the bower anchors have been noted but not verified with certificates.

A missing stream anchor, cause not stated, has been replaced by one from the Owners' stock, but not verified with certificate.

It is submitted the class of this ship as previously be re-inserted in the Register Book, with record of docking survey 6,46, and that she is worthy to have the notation 'S.S. Bom - 6,46 (Dr)', subject to 60 fathoms of chain cable being renewed and 45 fathoms being supplied at the first opportunity, also to the marks on the <sup>3 BOWERS and</sup> stream anchors being verified with the certificate at the first opportunity.

Reinsert in R.B.:

LOCAL with Bulboard.

Re-classed 6.46.

6,46 Bom )  
'S.S. Bom - 6,46 (Dr)' ) subject

M. 9/9/46

being checked with the original certificates.

Survey Fee (Per Section 29) S.S. 2nd No. 3

Rs. 1575/-

Special Damage or Repair Fee (if any) f

(Per Sec. 29)

Rs. 400/-  
Rs. 350/-

Fees applied for,

16-7 46

Received by me.



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Lloyd's Register Foundation

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