

853940

**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.

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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. *MURINE SUPERINTENDENT*

Was a damage report made by anyone else? If so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR OFF-SURVEY, RECONDITIONING AND RE-CLASSIFICATION SURVEY.

Whilst this vessel was on Government Service she was converted into a cable ship with consequent extensive alterations and additions to decks, holds, accommodation, Bridge, Wheel house, Chart room, Monkey island etc. All the above alterations have been made good, and the vessel restored as nearly as possible to her original layout. All decks and bulkheads have been efficiently sealed and reconditioned after removal of Government fittings.

WORK DONE FOR RE-CLASSIFICATION. Vessel in dry dock. Bottom and rudder cleaned, examined and re-coated. Rudder lifted and re-bushed. Holds, peaks, tween decks, and machinery spaces cleared and examined. All ceiling removed from tank tops in holds, limber boards and air's side filling pieces removed. Steel work generally, including plating in way of sidelights painted, scaled, examined and recoated. All double bottom and peak tanks, including oil fuel

CONDITION OF THE

*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 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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptnd 24, &c."

This vessel is eligible, in my opinion, to be classed + 100 A1 with fresh record of Survey 6.46 and notation S.S. Rom. (Dr.) 6.46, subject to 7 lengths of cable of proper weight and test being put on board at the first opportunity, and subject to weights and markings of Bower anchors

being checked with the original certificates.

Committee's Minute

Character Assigned

Remstate + 100 AT with fba subject  
2 record 646 B-1

S6.46 Reclassed 6.46 + LMC 6.46  
Tilted for oil prod 6.24 F.P. above 150°F

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register  
Foundation

CERTIFICATE WRITTEN

011071-011078-0785 1/2

Is Certificate required? If ☒ to be sent to







Port of BOMBAY

Continuation of Report No. 8283 dated 13-7-46

on the

S.S. "BULAN"

are fitted with hinged water-tight steel covers complete with toggles and locking bars.

The question of removing these web frames and replacing the pillars in No.2 hold and the removing of the two escape hatches was discussed with the Owners representative who stated that he did not wish these alterations to be made good and requested that the matter should be put before the Committee for their approval.

Equipment. The equipment such as hawsers towing lines etc. were found to be considerably below Rule requirements and these have now been brought up to Rule Requirements.

ANCHORS- The markings on the 2 bower anchors and spare bower anchor were checked and so far as could be deciphered are as follows - *(No certificates available)*

Port Bower. L.P.H. B.C.Starbd. Bower.

L.P.H. B.C.

Port No. 21499

21501 or 9

Mk No. &amp; Year 26 - 24

on stock.

26 - 24 42

TEST. TONS 24 or 7 - 4 - 0 - 7

Tons 28-6-1-0 On stock

B.O.T.

Weight. 28-1-0

WEIGHT. CWT 24 or 7 - 1 - 7

23

Spare Bower Anchor. L.P.H. B.C.

21500

26 - 24

on stock.

TONS 27 or 4 - 19 - 1 - 14

B.O.T. No Weight.

It is submitted that these markings be checked with original certificates, and the equipment brought up to Rule requirements as may be found necessary.

The stream anchor was missing but an anchor ex the British India Steam Navigation Co's stocks was supplied. *(No certificate available)*

The markings verified and found to be L.P.H. C.H.

36873

24 - 21

10- 0- 1- 7

B. O. T.

7- 3- 20

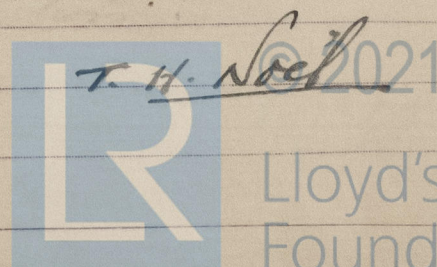
This vessel requires seven fifteen fathom lengths of 1,9/16" stud link cable to bring the equipment up to Rule requirements.

At present there are 195 fathoms on board and of this 60 fathoms are worn down to renewal size and 45 fathoms are missing (no record available regarding the loss of this 45 fathoms of cable.)

The Owners representatives wrote to the Peninsular and Oriental Steam Navigation Company on the 5th June 1946, requesting that 105 fathoms of 1,9/16" stud link cable be forwarded to Singapore for delivery to the s.s. "BULAN" at the earliest opportunity.

All the above repairs have been efficiently carried out.

This vessel has an auxiliary steering gear hand operated, screw type, situated on the upper deck. It is of substantial construction and is in good working condition.



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