

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

(Received at London Office) **FRI 4 AUG 1893**

Date of writing Report Aug 3 1893 When handed in at Local Office 18 Port of London
 No. in Reg. Book 442 Survey held at London Date, First Survey and Last Survey Aug 3, 1893
 on the Machinery of the Wood, Iron or Steel SS. "BLUE BELL" Master Winter
 Tonnage { Gross 562 Vessel built at St. Glasgow By whom Dunlop & Co. When 1892 MONTH 6
 Net 344 Engines made at St. When 1892 Boilers, when made (Main) 1892 (Donkey) 1892
 Registered Horse Power 96 Owners Sawer Sons & Bakley Port London Voyage Antwerp
 No. of Main Boilers one If Surveyed Afloat or in Dry Dock Brodies Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 160 lbs
 in Donkey Boiler -

Last Survey No. - Port -
 Particulars of Examination and Repairs (if any) Condition
 (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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	YEAR. MONTH.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1</u> <u>11.92.</u>		<u>L.M.C.</u> <u>5.92.</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.
 Do. " Donkey " " " " No.
 If this was not done, state for what reasons? Survey not due
 And what parts of the Boilers could not be thus thoroughly examined? -
 Also what 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? No
 Did the Surveyor examine the Safety Valves of the Main Boiler? No
 At what pressure were they afterwards adjusted under steam? No
 Did the Surveyor examine the Safety Valves of Donkey Boiler? -
 To what pressure were they afterwards adjusted? -

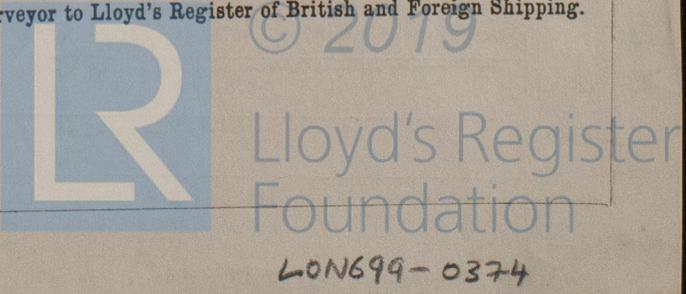
If the Survey is not complete state what arrangements have been made for its completion? Completed.
Examined propeller, stem bush, & sea connections fastenings, all found to be in good condition.

General Observations, Opinion, and Recommendation: This vessel's machinery is
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 0,02, B.E.M.S. 0,02 or L.M.C. 0,02, as the case may be.)
now as far as seen in good condition. In my opinion the vessel is eligible to remain as classed without fresh record of survey.

Office or Registration Fee (per Sec. 27)	Survey Fee (per Section 28)	Special Damage Fee (per Section 28)	Travelling Expenses (if chargeable)	Fees applied for
£ 2	£ 18	£ -	£ -	18
				Received by me,
				18

E.M. Salmon
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required -
 Committee's Minute JUL 31 8 AUG 1893
 Assigned As now



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificates to be sent to

14-LR24-Form No. 9—Transfer Ink—10,000, 20/1/93.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

*It is submitted that
this vessel is eligible to
remain AS CLASSED.*

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 cause it to show through to the other side.

MS 5-18/93 -



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.