

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 When handed in at Local Office 18 Port of London

No. in Survey held at London Date, First Survey January 16 Last Survey February 21 1895
Reg. Book. 450 on the Wood, Iron or Steel S.S. Blue Bell (No. of Visits 20) Master Winter When 1892 YEAR. MONTH.

TONNAGE:- Built at Port Glasgow By whom L. J. Dunlop & Co. Port belonging to London
GROSS 562 Owners (Lawer, Sons & Oakley)
UNDER DE. 118 Owners' Address
NET 344 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? D. Dk Name of Dock Commercial D. Dk Destined Voyage Antwerp
WB=DBa tons; f tons; uE&B tons; Cell DB tons; } Particulars of Classification (which must be inserted
FPT tons; APT tons; MT tons. } precisely as in Register Book & Supplements).

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.

Last Survey, No. 55912 Port Lon
Periodical Surveys, when held, must be reported in detail and serialim 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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs
in consequence of a collision with the sailing barge 'Charles Pearson' doing damage to starb? bow on Aug 9th 1894 and for collision with the S.S. Emily on Sept 7th 1894 doing damage to stern & plating on the starboard bow while in the River Thames, on Oct 12th 1894 it was stated the vessel struck a barge with her port bow, bending some plates; & on Oct 25th 1894 in consequence of stress of weather carried away steam steering gear; on Jan 3rd 1895 broke windlass during a gale off Flushing, on Jan 7th 1895 Grounded in Limehouse Reach at 2.40pm & came off at 5.15 pm. &c.

This steamer was placed in Commercial Dry Dock at Rotherhithe, the bottom examined, cleaned & recoated.

SUMMARY OF DAMAGE REPAIRS		Plates, Paired or Repaired	Frames, ditto	Plates, Renewed	Frames, ditto	Other Repairs
		<u>158</u>	<u>36</u>			<u>Cement up</u> <u>Keel bar out & refitted</u> <u>adbol. Kelson fitted under</u> <u>main hatch</u>
PRESENT CONDITION OF THE		Doubling Plates under Sounding Pipes				
		<u>Good when seen</u>				
Decks	<u>Good</u>	Transoms, Pointers, & Gratches		Copper, or Y.M.		Hatches
Waterways		Timbers of Frame at the openings		(State if new or old)		Boats
Overhangs		Ditto ditto at other places		When put on, Month		Masts, Yards, &c.
Up'r Dk. Beams & Fastenings		Keelsons		Rudder	<u>Good</u>	Condition, how ascertained
Low'r Dk. Beams & Fastenings		Clamps, Shells & Stringers		Windlass & Capstan		Sails
Plating		Sealing (State if examined.)		Pumps		Equipment letter
Stanchions		Ceiling		Engine Room Skylights		Anchors, No. of
Rivets		Cement or Asphalt (State if examined.)		Coal Bunker, Open'gs, Lids, &c.		Cables (State if new or old)
Breasthooks & Stem		Tanks (State if now tested.)		Scuppers		length (only state size)
		Caulking of Bot'm, D'k, & Wat'rw'ys		Cargo & Main H'tch'w'ys		Standing & Running Rigging

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 this 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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of survey Lon 2/95

Office Fee (if chargeable) per Scale II., Sec. 27£
Survey Fee (per Section 29)£
Special Damage or Repairs (per Sec. 29.)£ 10 : 10 : 0
Travelling Expenses (if chargeable)£
Second Surveyor's Fee (if any)£ 9 : 9 : 0
Is Certificate now required?

Committee's Minute
Character assigned 100 A1
Received by me, Edward J. Tierney
Surveyor to Lloyd's Register of British & Foreign Shipping
Geo. W. Cooper

Port of London

Continuation of Report No. 562644, dated 26 Feb 1895 on the

TUES 26 FEB 1895

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Blue Bell 215

Damage Repairs (contd)

All the loose ceiling in fore main holds removed, the Engine Room & stokehold flooring lifted, the Ballast tank in after hold opened out, the cement examined all fore & aft, the after hold tank & fore peak tank tested with water after the repairs had been effected, the ceiling relaid & repaired where necessary.

One length of keel under main hatchway removed straightened & replaced, the fore & after ends of the adjoining pieces of keel faired in place.

Eight garboard plates removed four on each side of keel faired and replaced.

From the stoke hold bulkhead forward to mast, 30 frames were unripped from A to C staves, & the plating faired in position, 23 additional frames were fitted on frames No 30 to 52 inclusive, from Bilge to Bilge & the original frames lined up with thick liners all the wash plates on each side of middle line from floors 21 to 52 were removed, & an intercostal keelson fitted in lieu of same, which was attached to the shell plating & extended above the floors to receive a bulb plate & double angle irons.

A number of defective & started rivets in the shell plating in flat of bottom & keel were renewed.

The steam steering gear & chains were overhauled three cleats on Bulwark renewed, 1 bulwark stanchion repaired on port side aft. A new cast iron side to windlass was fitted & windlass overhauled Seven plates were taken off the bows, which were faired and replaced. viz: on port side 5 plates No 2 and No 4 in F, No 2 in E, No 1 in D and C. on the starb^d side No 2 in E & No 3 in F & the plates adjacent faired in place (6 in No 1), the frames in way of these plates faired in place & lined up where necessary. viz: on starb^d side Nos 7, 11, 13 & Nos 7, 10 & 13 on port side. The starboard Hawse pipe was removed, the doubling plate taken off & faired; the plate behind faired in place, & the wood work in way of same replaced On the starboard side, the stem plates in B, E & F, staves were faired in place.

near rig.

The rudder was lifted & pintles rebushed, there were a number of minor repairs also effected

Edward J. Dyer
Chas. P. Corbin