

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

(Received at London Office. **FRI 22 FEB 1895**)

Date of writing Report Feb. 20 1894 When handed in at Local Office London 1894 Port of London

No. in Reg. Book. 450 Survey held at London Date, First Survey Jan 16 Last Survey Feb 14 1895

on the Machinery of the Wood, Iron or Steel S.S. BLUE BELL Master W. W. W.

Tonnage { Gross 562 Net 344 Vessel built at St. Glasgow By whom Dunlop & Co. When 1892 Boilers, when made (Main) 1892 (Donkey) 1892

Registered Horse Power 96 Engines made at Do. Owners (Lawer, Sons & Co. & Co.) Port London Voyage Antwerp

No. of Main Boilers 1 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Brodie Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 80 lbs (State name of Dock.)

Last Survey No. Port

## Particulars of Examination and Repairs (if any) Damage.

(Periodical Surveys, when held, must be reported in detail and serially 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.	Years Assigned to the Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.</u> <u>10-94.</u>	<u>10-94.</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?

Do. " Donkey " " " " " " "

If this was not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

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 cylinders Pistons Slide Valves, Pumps & Condenser, Shafting,  
Propeller & propeller shaft, Stem bush & Sea connections  
Sound wood in Stem bush worn down, propeller blades broken, white  
metal run out of plunger blocks & Thrust-shoes. A.P. Cylinder worn  
Repairs. Stem bush rewooded, new propeller fitted, white metal  
in plunger blocks & Thrust-shoes renewed. A.P. Cylinder bored out  
and new junk ring fitted to A.P. Piston.

This damage was stated to have been received during heavy weather & by  
vessel grounding.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,94, B.A.M.S. 4,94 or L.M.C. 4,94, 140 lb., F.D., &c.)  
in good condition & in my opinion the vessel is eligible to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	:
Survey Fee (per Section 28)	£	:	:
Special Damage Fee (per Section 28)	£	3	3 : 0
Travelling Expenses (if chargeable)	£	0	6 : 0
			<u>2 17 0</u>

Fees applied for  
28/2/95  
Received by me,  
9/3/95

Im Salmar  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Assigned as now.

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

Certificate to be sent to

L.L.R.P.—Form No. 9.—Transfer Ink—5,000, 22/9/94.

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

On act of damage  
A new propeller was fitted and a few  
Minor repairs were effected to the  
Machinery

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.

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

N.A.  
26-2-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation