

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17-4-95 When handed in at Local Office 17-4-95

Port of London

No. in Survey held at London

Date, First Survey 7/3/95 Last Survey 16-4-1895

No. in

eg. Book.

450 on the Wood, Iron or Steel S. S. Blue Bell

(No. of Visits)

Master J. Bife

YEAR.

MONTH.

TONNAGE:-

Built at Port Glasgow By whom

When 1892-5

GROSS 562

Owners Lon. Antwerp & Con. Nav. Coy. Ltd. Port belonging to London

UNDER DE. 418

Owners' Address

NET 344

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Commercial Destined Voyage Antwerp

WB=DBa 27 tons; f - tons; uE&B - tons; Cell DB tons; }
FPT 33 tons; APT tons; MT tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1	2/95	+2m C 5/92

Last Survey, No. 56264 Port Lon

(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 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.)

Society's Freeboard (if assigned) as painted on Ship and now verified } 1 ft. 1 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage Repairs

in consequence of a collision with the s/s Locksley on Monday 25 Febry 1895 in the River Thames.

also for grounding in the Scheldt on Monday 4th of March 1895 remaining fast 1 hour & a quarter

This steamer was placed in dry dock, the bottom examined cleaned and recoated.

In main hold between stoke hole bulkhead and fore mast, 25 floors (nos 28 to 52 inclusive) were removed furnished set fair, annealed and refitted the frames and reverse frames attached to these floors, also 6 others forward faired in position. The back frames and liners introduced on a previous repair to the bottom

SUMMARY OF DAMAGE REPAIRS: 28 Plates, Faired or Repaired 31 Frames, ditto. Plates, Renewed: Frames, ditto. Other Repairs. 25 floors, faired replaced also keelsons &c.

PRESENT CONDITION OF THE

Doubling Plates under Sounding Pipes

not seen

Decks	Transoms, Points, & Crutches	Good	Copper, or P.M.	Good	Hatches	Good	
Waterways	Timbers of Frame at the openings	4	(State in P.M.)	When put on Month	Boats	4	
Coamings	ditto at other places	4		Rudder	Good	Masts, Yards, &c.	from 18-2K
Up'r Dk. Beams & Fastenings	Keelsons	4		Windlass & Capstan	4	Condition, how ascertained	from 18-2K
Low'r Dk. Beams & Fastenings	Clamps, Sheels & Stringers	4		Pumps	4	Sails	good
Plating	Siding	4	(State if examined.)	Engine Room Skylights	4	Equipment letter	2
Plating	Ceiling	4		Coal Bunker, Open'gs, Lids, &c.	4	Anchors, No. of	3B-18-2K
Plating	Cement or Asphalt	4	(State if tested.)	Scuppers	4	Cables (State if now ranged)	no
Plating	Tanks	4		Cargo & Main H'tch'wys.	4	Rule length	size
Breasthooks & Bows	Caulking of Bot'm, D'k, & Wat'rwys.	4				Hawsers & Warps	good
						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 4/95

Office Fee (if chargeable) per Scale II., Sec. 27

Fees applied for,

Survey Fee (per Section 28)

18.4 18.95

Special Damage or Repair Fee (per Sec. 28.)

Received by me,

Travelling Expenses (if chargeable)

39.4 18.95

Second Surveyor's Fee (if any)

9.9 0

*Is Certificate now required?

Committee's Minute

Character assigned

FRI 19 APR 1895

100A1

Surveyor to Lloyd's Register of British & Foreign Shipping.

Blue Bell

removed and renewed. on alternate floors additional reverse angles were fitted twelve in number, from Bilge to Bilge. The centre, side and bilge keelsons removed set fair and replaced, the wash or intercostal plates repaired where requisite. One length of Keel bar removed, set fair and replaced, the adjacent lengths faired in position.

Ben pillars in main hold removed heated straightened and replaced.

The foremast lifted, and refitted, the rigging reset up as originally.

Twenty ^{two} shell plates removed faired and refitted, thirteen on the port side & nine on the starboard viz:- port side A or Garboard nos 4-5-6-7; B 4, 5, 6, 7; C 4 5-6; D 5-6 on the starboardside A 3, 4-5-6 B 5-6-7; C 5-6.

Three plates were faired in position viz the lower edges of D 5-6-7.

The whole of the cement in the main hold practically all renewed. the remaining cement ^{in bottom} examined & found good.

The whole of the ceiling in the main hold all lifted, except a portion forward, & subsequently replaced.

For collision:-

The Rudder removed, the head heated examined, and straightened, then refitted. The steering gear overhauled and repaired. one plate in starboard quarter removed faired & replaced.

For damage to bows by ice:-

One plate in E strake on each side of stem faired in place, and doubled from landing edge to landing edge of the adjoining outside strakes.

Edward W. Deane
 Chas. H. Corbett