

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

(Received at London Office) **FRIDAY 29 MAR 1895**

Date of writing Report March 25 1895 When handed in at Local Office 18 Port of London

No. in Reg. Book. 450 Survey held at London Date, First Survey March 11 Last Survey March 26 1895

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

Tonnage { Gross 562 Net 344 Vessel built at Glasgow By whom J. Dunlop & Co. When 1892 5

Registered Horse Power 96 Engines made at Do. When 1892 Boilers, when made (Main) 1892 (Donkey) 1892

No. of Main Boilers 1 Owners (Lawer, Law & Oakley) Port London Voyage Am. wharf.

No. of Donkey Boilers 1 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. (State name of Dock.)

in Donkey Boilers 160 lbs.

Last Survey No. PortParticulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

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.

The vessel having been ashore in the river Scheldt on March 4. 1895. was placed in dry dock. Propeller, Stem Bush, & Sea connections fastenings examined, all the crank, Thrust & Tunnel shaft bearings were opened up & examined, all found to be in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as

(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. 1,94; B.&M.S. 1,94 or L.M.C. 1,94, 140 lb., F.D., &c.)

far as seen in good condition & in my opinion the vessel is eligible to remain as classed

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 8-4-95

Survey Fee (per Section 28) £ : : AKS

Special Damage Fee (per Section 28) £ 2:2:0

Travelling Expenses (if chargeable) less 10/- £ 0:4:0 Received by me, 29 4 95

£ 1 18 0

\* State if Certificate is required

Committee's Minute FRI 19 APR 1895Assigned As now

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



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LON 705-0059



on account of damage  
Shafting examined

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.**

APR  
18 4 95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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