

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

(Received at London Office

FRI. 11 SEP 1896

Date of writing Report 10 Sept 96 When handed in at Local Office 10 Sept 96 Port of London
No. in Reg. Book. Survey held at London Date, First Survey 2 Sept Last Survey 6 Sept 1896
480 on the Machinery of the Wood, Iron or Steel S.S. Blue Bell Master J. Fife
Tonnage Gross 562 Net 344 Vessel built at Glasgow By whom D. J. Dunlop When 1892 5-
Registered Horse Power 96 Engines made at " When '92 Boilers, when made (Main) '92 (Donkey) '92
No. of Main Boilers 1 Owners Sawer, T. & Co. Port London Voyage Antwerp
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 16 lb If Surveyed Afloat or in Dry Dock In Comm. Dry Dock
in Donkey Boilers 80

Last Survey No. Port
Particulars of Examination and Repairs (if any) Damage +100 A. 1. 4 '96 +Luc. 4 '96
S.S. L. 10/96
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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?
Has the propeller shaft been drawn and examined at this time? Yes.
If the Survey is not complete state what arrangements have been made for its completion? Complete.

Now done on account of damage by vessel going ashore in the River Scheldt on the 12th June also by the Propeller striking a Bury in River Thames on the 26th July 1896. Tail shaft drawn in and examined. Inboard shafts also examined and found satisfactory. Sea connection and Stern-bush examined. Repairs: a new Propeller fitted. Stern-bush now part-re-lined with lignum vitae.

General Observations, Opinion, and Recommendation:—
(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)
The machinery of this vessel is for a new hull is in good order and in my opinion eligible to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ 2 2 0
Travelling Expenses (if chargeable) £ 4 0 0
Total £ 1 18 0
Fees applied for 17/4 1896
Received by me, J. R. R. L. 19. 11 1896
State if Certificate is required
Committee's Minute
Assigned
FRI. SEP 25 1896
LON 710-0342

Propeller renewed owing to damage

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.

A.S.
22.9.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation