

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

FRI, 11 SEP 1896

(Received at London Office)

Date of writing Report 10 Sept 96 When handed in at Local Office 10 Sept 96 Port of LONDON

No. in Reg. Book 480 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 502 Net 344 Vessel built at P. Glasgow By whom D. J. Dunlop & Co 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 Sawyer, Fairbank & Co Port LONDON Voyage Autumn

No. of Donkey Boilers 1

Steam Pressure—165 lb If Surveyed Afloat or in Dry Dock In Community Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers 165 lb in Donkey Boilers 80

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage +100 A. 11 '96 +Luc. 4 '96

(Periodical Surveys, when held, must be reported in detail and seriatim 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? _____

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.

not under survey

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 Thrust 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 so far as now seen is in good order and in my opinion eligible to remain as closed 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

Less 10% 40

£ 1 18 0

Fees applied for 17/4 18 96

Received by me, J. P. Ritchie

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

*State if Certificate is required _____

Committee's Minute FRI, SEP 25 1896

Assigned as now



Has a Survey also been held on Ship? Yes
 If so, is the Report sent now, or when will it be sent?
 2045.—24/3/96.—Transfer Ink.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 Certificate to be sent to _____

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

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.



© 2020

Lloyd's Register
Foundation