

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 23/6/99

When handed in at Local Office

Port of London

No. in  
Reg. Book

Survey held at

London

Date, First Survey 3 May 13

Last Survey June 15 1899

555

on the Wood, Iron or Steel

Bluebell

(No. of Visits)

Master

J. Bennett

TONNAGE:-

Built at

Glasgow

By whom

J. J. Dunlop

When

1892

MONTH

GROSS

562

Owners

Paver &amp; Oakley

Port belonging to

London

UNDER DECK

418

Owners' Address

NET

344

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

Surveyed Afloat or in Dry Dock?

Name of Dock

Commercial

Destined Voyage

WB=CellDBorDBa

feet; uE&amp;B

feet; r

feet; j

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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.

Last Report, No. 3823

Port

(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 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage on account of fire, &amp; striking the

Quayside in Manchester canal & at Tripoli during heavy weather in March & April last. The vessel was placed in dry dock. How done Fire damage:- five raised quarter deck plates & two stringer plates at after end of after hatchway taken off, faired, annealed & replaced; at fore end of hatchway, 3 deck plates & one stringer plate renewed, one deck plate taken off faired annealed & replaced, & one stringer plate faired in place; the sides of after hatchway coaming & stanchions to same taken off faired annealed & replaced, 7 bulwark stanchions repaired or faired & the steering chain & fairleads overhauled. Four raised quarter deck beams taken out faired annealed & replaced & other beam knees in after hold riveted. Two plates in forward bulkhead renewed, one cut-off faired & annealed.

SUMMARY OF DAMAGE REPAIRS:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items.
Renewed	1					1	4	two bulkhead plates renewed tunnel faired, bulkheads faired,
Removed and Faired or Replaced	17				5	4	7	
Faired or Replaced in place	14	7				1		

PRESENT CONDITION OF THE

Decks	Good	Stringers	Good	Engine Room Skylights	Good	Beats	Good
Caulking of Decks	"	Inner Bottom Plating	part in good	Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	"
Waterways	"	State of Tanks now tested	no	Scuppers	"	Condition, how ascertained	from deck
Coamings	"	Bulkheads	Good	Cargo Hatchways	"	(State if wedges removed)	no
Beams & Fastenings	"	Ceiling	"	Hatches	"	Sails	Good
Outside Plating	"	Cement or Asphalt	part in good	Planking of Wood Vessels	ditto	Equipment letter	i
Caulking of ditto	"	(State which.)	Good	Treenails	ditto	Anchors, No. of	3 B. 1 S. 1 K
Rivets	"	Rudder	"	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no
Breasthooks & Crutches	"	Windlass	"	Transoms, Pointers, & Crutches	ditto	" length	✓ size ✓
Transoms	"	Have Pumps now been examined and found efficient?	no	Timbers of Frame at openings	ditto	" Rule length	✓ size ✓
Frames	"	Have Sluice Valves now been examined and found efficient?	no	Ditto ditto at other places	ditto	" Rule length	✓ size ✓
Reverse Frames	"	Have Watertight Doors now been examined and found efficient?	no	Stringers, Clamps & Shelves	ditto	Hawsers & Warps	Good
Floors	part in good			Salting (State if examined.)	ditto	Standing & Running Rigging	"
Koelsens	Good			Copper, or Y.M. (State if on Feet.)	ditto		
		Dblg. Plates under Sounding Pipes	-	When put on, Month	Year		

General Observations, Opinion as to Class, Recommendation, &amp;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 198," or "to remain as classed and to have record of survey, 198, and the notations of ss No. 1-98 and ptND98, &c."

This vessel now appears to be in a good & efficient condition & eligible in our opinion to remain as classed and to have record of survey 6, 99.

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

Survey Fee (per Section 28)

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

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

24/6 18.99

Received by me,

27/6 18.99

Frank A. Lingen

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

Committee's Minute

Character assigned

100A1

dupa



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Lloyd's Register Foundation

Lan 718-0395



& replaced and 3 new stiffeners fitted to bulkhead; one main deck plate renewed & one fairied annealed & replaced, two main deck stringer plates cut-off fairied annealed & replaced; one main deck half beam off fairied annealed & replaced & one doubled; the tunnel cut-adrift plates fairied annealed & replaced, 8 new stiffeners fitted; the after bulkhead cut-adrift fairied & riveted; two bracket-plates connecting stringer to bulkhead renewed, one diamond plate on starboard lower stringer renewed & facing angles on port stringer renewed for about 30 ft. All ceiling & wooden cargo battens, pipes & tank casings & tunnel sheathing renewed & hatches repaired.

Plates on Port side in 7 stroke No 10 off, annealed, fairied & replaced, No 12 fairied in place; in 6 stroke Nos 10 & 12 off, fairied, annealed & replaced; in 4 stroke No 11 off, fairied, annealed & replaced. in 1 stroke Nos 11 & 12 off, fairied, annealed & replaced.

Plate on Starboard side in 1 stroke No 10 off, fairied, annealed & replaced. Frames Nos P6 & P7 fairied in place. The riveting of shell plates adjoining those damaged by fire renewed where necessary.

#### Tripod Damage

Plates on Port side:- in 2 stroke Nos 1 & 2 to fair in place; in 3 stroke Nos 7 & 8 cut off, fairied & replaced & No 9 fairied in place; in 4 stroke Nos 9 & 10 fairied in place; in 6 stroke Nos 3 & 4 fairied in place.

Plates on Starboard side:- in 1 stroke No 7 fairied in place, in 2 stroke No 6 renewed, No 7 off, fairied, & replaced & No 9 fairied in place; in 4 stroke No 4 fairied in place, Nos 5 & 9 off, fairied & replaced & No 8 fairied in place. Bulwark plate No 4 fairied in place & wash port door off fairied & replaced. Two bulwark stanchions & outside moulding in way of same off, fairied, & replaced. Frame No 37 cut-adrift fairied in place & new reverse bar fitted.

#### Manchester Canal damage

Plates on Starboard bow: in 7 stroke No 1 fairied in place, Nos 2 & 3 off, fairied, & replaced; in 6 stroke Nos 1, 2, & 3 off, fairied & replaced & in 4 stroke No 1 fairied in place.

Frames Nos 11, 12, 13 & 14 cut-adrift; fairied in place, new reverse bars fitted to Nos 11 & 13. the double angle stringer in way of same to be fairied in place & bottom angles fitted for about 10 ft.

While in dry dock the bottom was cleaned, examined & recoated the rudder was examined & found in good condition. A brace of wear & tear a small patch was fitted to the after end of engine room skylight in way of winch pipes. The after tank top was cleaned & recoated with tar & cement.