

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

(Received at London Office)

WED, 17 MAY 1899

Date of writing Report 16 May 1899 Who handed in at Local Office 16 May 1899 Part of London

No. in Reg. Book 505 Survey held at London Date, First Survey 15 May 1899 Last Survey 15 May 1899 (No. of Visits)

on the Machinery of the Wood Iron or Steel S.S. Blue Bell Master

Tonnage { Gross 562 Net 344 Vessel built at Glasgow By whom D. I. D. Smith & 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 Owner Sauers Sons & Co Port London Voyage Ind. Trade

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 lb in Donkey Boilers 80

Last Survey No. " Port "

Particulars of Examination and Repairs (if any) Dredging +100 A. 5.97. +L.M.C. 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.)

S.S. Iron 11.96 B.S. 7.98.

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? To 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 under steam?

Has the propeller shaft been drawn and examined at this time? No. If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete.

How done: - Propeller Stern-bush and gaskets of the sea connections examined and found satisfactory.

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. 9,07, B.&H.S. 9,07 or L.M.C. 9,07, &c.)

The Machinery of this vessel so far as now seen is in good order and in my opinion eligible to remain as classed without fresh record.

	Fees applied for
Office or Registration Fee (per Sec. 27)	£ : : 18
Survey Fee per Section 28	£ : : 18
Special Damage Fee (per Section 28)	£ : : 18
Travelling Expenses (if chargeable)	£ : : 18

Received by me, D. Whitehead

State if Certificate is required "

Committee's Minute As now

Assigned As now

TUES, 27 JUN 1899

The Surveyor are requested not to write on or below the space reserved for the Committee's Minute.

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

\*Certificate to be sent to



