

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

No. \_\_\_\_\_ Date of Writing Report *Aug 14<sup>th</sup> 1891* Port of *London* (Received at London Office *21/8/91*)

No. in Reg. Book *256* Survey held at *hutchinson* Date, first Survey \_\_\_\_\_ Last Survey *Aug 10<sup>th</sup> 1891*

on the Machinery of the *ss "Cassel"* Master *Reynolds* No. of Visits *1*

Gross Tonnage *448* Net *257* Vessel built at *Louthampton* By whom *S<sup>d</sup> Naval Work L<sup>d</sup>* When *1891* Boilers, when made (Main) *1891* (Donkey) \_\_\_\_\_

Registered Horse Power *95* Engines made at *do.* Owners *Weatherley, Mead & Son* Port *London* Voyage \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Steam Pressure in Main Boilers *160 lbs* ~~Surveyed~~ *Surveyed* in Dry Dock *hutchinson* Class of Vessel & Machinery *+100 A.L. 4-91*

in Donkey Boiler \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ hull 4-91*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *Collision*

(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 should be separated from Repairs due to other causes. 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?

*Examined propeller, stern bush, sea-cock fastenings and found in good order.*

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,89, B.&M.S. 1,89, or ~~L.M.C.~~ 1,89, as the case may be.)

*So far as seen the machinery is in good condition and eligible in my opinion to remain as classed in the Register Book—*

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

*H.P. Cornish*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute *25 AUG 1891*

Assigned *As now*



It is submitted that this vessel  
is eligible to remain as classed.

C.P.P.  
in. 8. 91

