

52252

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

(Received at London Office) 21/8/91

No. _____ Date of Writing Report Aug 21st 1891 Port of London

No. in Reg. Book 256 Survey held at Leitchouse Date, first Survey _____ Last Survey Aug 10th 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 Jth Naval Works Lrd When 1891 YEAR. MONTH.

Registered Horse Power 95 Engines made at do. Boilers, when made (Main) 1891 (Donkey) _____

No. of Main Boilers _____ Owners Weatherley Meads Streety Port London Voyage _____

Steam Pressure in Main Boilers 160 lbs Surveyed ~~Abroad~~ in Dry Dock Leitchouse (State name of Dock.) Class of Vessel & Machinery +100A.1.4.91

in Donkey Boiler _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +Jul 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.

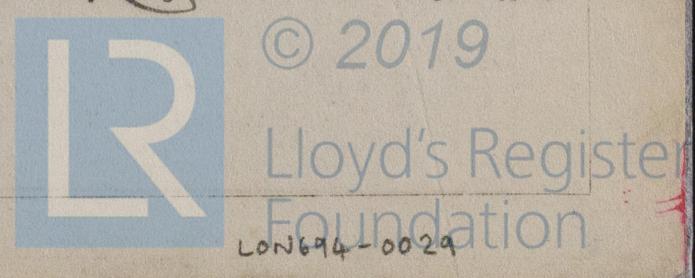
Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	1s
Special Damage Fee (per Section 28)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	✓	1s

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

*State if Certificate is required

Committee's Minute 21 25 AUG 1891

Assigned As now



16.— B. P. H.— Exam. No. 3.— Transfer this— 43— 5— 91.
 (The Surveyors are requested not to write on or before the space for Committee's Minute.)
 A Report if not signed, and when, one will be sent.

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

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.

C.P.S.
in. 8. 91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation