

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

FBI 18 MAR 1892

(Received at London Office)

No. 256 Date of Writing Report 18 Port of London

No. in Reg. Book 256 Survey held at London Date, first Survey Mar. 14 Last Survey Mar. 15 1892

on the Machinery of the S. S. "Cassel" Master No. of Visits 2

Tonnage { Gross 448 Net 257 Vessel built at Southton By whom Naval Hts. When 1891 - 4

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

No. of Main Boilers 16 Owners Meashley Mead & Hussey Port London Voyage

Steam Pressure in Main Boilers 160 lbs. ☒ Surveyed Afloat or in Dry Dock Smehse Class of Vessel & Machinery 100 A1

in Donkey Boiler (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1. L.M.C. 8.91

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition.

(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?

Vessel placed in dry dock, sea combrs: exd: & found in good condn.Propeller dismntd: tail shaft: drawn, exd: " " "the stern bush renewed, & propeller replaced.General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

appears eligible to remain as classed.

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

* State if Certificate is required

Committee's Minute TUES. 22 MAR 1892Assigned As nowGeo. E. Wierenson

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



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LON 645-0369

State if a Report is also now sent on the Ship or by not submitted, and when, one will be sent.

 16.-L. R. P. H. Form No. 3.-Transfer Ink-5,000, 18.9.91
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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.

N.A.
18-3-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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