

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

(Received at London Office)

WED, 10 JAN 1894

Date of writing Report 9.1.93 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Dec. 27 Last Survey Jan. 3 1893

300 on the Machinery of the Wood, Iron or Steel S.S. "Cassel" Master (No. of Visits 5)

Tonnage Gross 448 Net 257 Vessel built at London By whom London Naval Works When 1891 - 4

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

No. of Main Boilers 1 Owners Mathew & Hussey Port London Voyage

Steam Pressure in Main Boilers 160 lbs. N Surveyed Afloat or in Dry Dock Smithhouse (State name of Dock.)

in Donkey Boiler

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
-100 A1 5.93		-1 I.M.C. 4.91

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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?

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock, sea combs. overhauled & all valves & cocks dith.

Stem bush found to be much worn, propeller renewed, tail shaft drawn, examd.

found in good condition, the stem bush renewed & propeller replaced.

Examd. cylinders, crank, chest & tunnel shaft, new white metal run into

crank shaft brasses & the shafting made lineable fore & aft.

Air & bilge pumps exd. & found in good condn. Condenser tubes, drawn

cleaned & 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, E.S. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

apprpr: eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ :

Survey Fee (per Section 28) £ ✓ :

Special Damage Fee (per Section 28) £ 3 : 3 :

Travelling Expenses (if chargeable) £ :

Fees applied for

11 JAN 1894

Received by me,

12/1/18 94

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

*State if Certificate is required

Committee's Minute FRI 12 JAN 1894

Assigned As now



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Lloyd's Register
Foundation

LON701-0052

It is submitted that
this vessel is eligible to
remain AS CLASSED.

On acct of tear & wear
a few minor repairs were
effected to the Machinery.

M.A.

11-1-94

