

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

WED. JUN 24 1896

(Received at London Office)

Date of writing Report 22 June 1896 When handed in at Local Office 18 Port of London

No. in Reg. Book 309 Survey held at London Date, First Survey June 8th Last Survey 17 June 1896
on the Machinery of the Wood, Iron or Steel S.S. "Cassel" Master W. Thorne

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

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

No. of Main Boilers one Owners Mead Son & Hussey Port London Voyage ✓

No. of Donkey Boilers one Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 80 lbs Surveyed Afloat or in Dry Dock Limehouse 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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 H.P. 1-96</u> <u>S.S. No 1-95</u>		<u>+ 2ml</u> <u>5.95</u>

Last Survey No. _____ Port _____
Particulars of Examination and Repairs (if any) Damage

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
Do. " Donkey " " " No

If this was not done, state for what reasons? Not open for survey

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? ✓

Has the propeller shaft been drawn and examined at this time? ✓

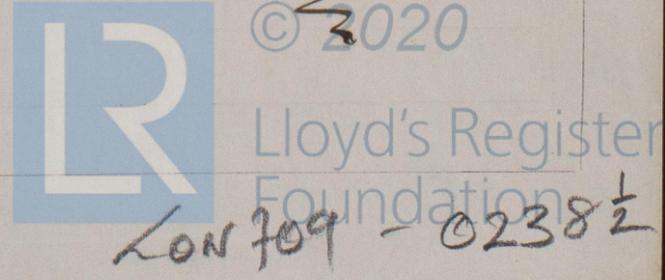
If the Survey is not complete state what arrangements have been made for its completion?
Keel placed in dry dock. Examined propeller, Bush & all sea connections fastenings and found satisfactory.
Patches have been riveted over 2 handholes in shell at bottom & stop valve overhauled.

General Observations, Opinion, and Recommendation: The Machinery of this vessel
(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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 120 lb., F.D., &c.)
so far as seen, is now in a safe working condition & eligible in my opinion to remain as classed.

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

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

*State if Certificate is required _____
Committee's Minute FRI. JUN 26 1896
Assigned as now



LON 709 - 0238 1/2

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent? (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.*

*W.D.
24.6.96*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation

Port of London Continuation of Report No. 57803 dated on theSteel S.S. "Casal"

examined & tested by water pressure
 on account of damage stated to have
 been caused by fire at Charrington's
 wharf on the River Thames on June 5th 1896.
 Foremast, Mainmast, Fore boom renewed;
 Forecastle & Bridge decks recaulked; two
 masts overhauled; 14 hatches renewed &
 repaired; deck paintwork repainted.

A. Ruck Keene