

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

Date of writing Report 24 Feb 1897 When handed in at Local Office 18 Port of London  
No. in Reg. Book 321 Survey held at London Date, First Survey 14 Feb Last Survey 20 Feb 1897  
on the Machinery of the Wood, Iron or Steel S. S. "Cassel" Master J Robins  
Tonnage Gross 448 Net 257 Vessel built at Southampton By whom Southampton Naval Co 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 & Russey Port London Voyage Coasting  
No. of Donkey Boilers one  
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Limekiln  
in Donkey Boilers 80 lb  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

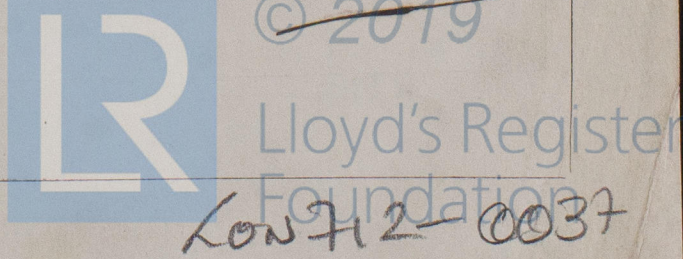
Last Survey No. Port  
Particulars of Examination and Repairs (if any) Damage  
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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? 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?

Damage by grounding about 10 miles east of Salais.  
Vessel placed in Dry Dock. Examined propeller, propeller shaft (drawn) Stem Bush (relined) & all sea connections & fastenings to same and found them satisfactory. Examined condenser, pumps, and crank tunnel & thrust-shafting & found them satisfactory. The metal in After Bush of Crank shaft was found to have run badly & adhering to shaft, the shaft has been lifted, cleaned, & relined. The metal in HP bottom end bushes run, these bushes have been refilled with patent metal. Four Coupling bolts renewed.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel, so far as seen, is now in a safe working condition and eligible, in my opinion, to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 1897  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ 3 : 3 : 0  
Travelling Expenses (if chargeable) £ 2 : 17 : 0  
Received by me, Thomas R Blackie  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
Committee's Minute Assigned As now  
TUES MAR 2 1897 TUES 4 MAY 1897



LON H 2 - 0037