

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Feb 25th 97 When handed in at Local Office 18 Port of London
 No. in Reg. Book 221 Survey held at London Date, First Survey Feb 16th Last Survey Feb 20th 18 97
 on the Wood, Iron or Steel F. I. "Cassel" (No. of Visits 5) Master W. Thorne

TONNAGE:—
 GROSS 44P Built at Southampton By whom Southampton Naval Works When 1891 MONTH 4
 UNDER DEK 316 Owners Thos. Stn & Hussey Port belonging to London
 NET 257 Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? By Dock Name of Dock Limekiln Destined Voyage Dunkirk

WB=CellDBorDBa feet; uE&B feet; f feet; }
 total capacity tons. FPT tons; APT tons; MT feet tons. }
 N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 485 Port Duk

(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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage by Grounding.

The damage stated to have been sustained by the vessel's grounding, 32 miles from the Tongue while on a voyage to Dunkirk, has now been repaired as follows.
 Vessel placed in dry dock, 2nd keel plate on starboard side cut out & replaced, 1 plate in C stroke on starboard side in way of engine room, and two plates in C stroke on port side faired in place (in way of engine room & after hold). About 60 keel rivets and 200 shell rivets in flat of bottom renewed, 5 butts of shell plating chipped & caulked and 12 rivets in rudder plating renewed. The lower plate in collision bulkhead doubled & new angle lugs to bunker plate fitted and fore peak tank tested. all cement made good and ceiling renewed where necessary. A new 3" wire Lowner and a new 5" manilla Lowner have been supplied. The owner states

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								A number of rivets renewed
Faired or Repaired ...	4							+ 1 plate in collision BH doubled.

PRESENT CONDITION OF THE	Thickness of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	ditto at other places <u>"</u>	<u>Good</u>	<u>Good</u>
Waterways <u>"</u>	Keelsons <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Coamings <u>"</u>	Stringers, Clamps & Shelves <u>"</u>	Have Pumps now been examined and found efficient? <u>—</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Salting (State if examined.) <u>—</u>	Have Sluice Valves now been examined and found efficient? <u>—</u>	Condition, how ascertained <u>from deck</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Ceiling <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>—</u>	(State if wedges removed <u>no</u>)
Plating <u>—</u>	Cement <u>—</u>	Dblng. Plates under Sounding Pipes <u>—</u>	Sails <u>"</u>
Planking <u>—</u>	Tanks (State if now tested.) <u>"</u>	Engine Room Skylights <u>Good</u>	Equipment letter <u>2B 13 1K</u>
Rivets <u>Good</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Anchors, No. of <u>2B 13 1K</u>
Breasthooks & Beams <u>"</u>	Copper, or Y.M. (State if on felt.) <u>—</u>	Scuppers <u>"</u>	Cables (State if now ranged) <u>no</u>
Transoms, Posts, & Grutches <u>"</u>	When put on, Month <u>—</u> Year <u>—</u>	Cargo & Main H'tch'w'ys <u>"</u>	" length (on board) size <u>—</u>
			" Rule length (per Table 22) size <u>—</u>
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>"</u>

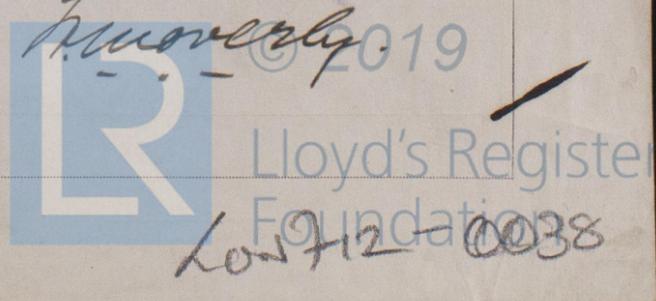
General Observations, Opinion as to Class, Recommendation, &c.:—
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good & efficient condition and, in our opinion eligible to remain as classed without fresh record of survey, the record 2, 97 being withheld until the anchor is seen aboard

Fee (if chargeable) per Scale II, Sec. 27	Fees applied for,
Survey Fee (per Section 28)	18.97
Special Damage or Repair Fee (if any) (per Sec. 28.)	213 18.97
Travelling Expenses (if chargeable)	SAH
Second Surveyor's Fee (if any)	

Committee's Minute, TUES MAR 2 1897 TUES 4 MAY 1897

Character assigned Deferred for compler. of Rep.



As a measure of security, when the vessel is surveyed, the name of the vessel, the name of the surveyor, and when, one will be sent to the Registrar of Shipping.

Is Certificate required? If so to be sent to

state that they expect to recover the Port Bowen anchor which was lost and expect to have it on board when the vessel returns to this port, of which they will give information.

The bottom has been cleaned & recrated.

The bridge from forecastle to bridge required for feet and legs now has been fitted.

F. L. Sturgeon.

J. W. Overly.