

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* *T. I. "Cassel"* Master *W. Thorne*

TONNAGE:— Built at *Louthampton* By whom *Louthampton Naval Works* When *1891* 4

GROSS *44P* Owners *Thorn & Hussey* Port belonging to *London*

UNDER DE *316* Owners' Address

NET *257* (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; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 Lough 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 bulkhead plate fitted and fore peak tank tested. all cement made good and ceiling renewed where necessary. A new 3' wire Luvon and a new 5" manilla Luvon have been supplied. The owner states

SUMMARY OF DAMAGE REPAIRS:—

Renewed

Faired or Repaired

Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

PRESENT CONDITION OF THE

Decks *Good*

Waterways *"*

Coamings *"*

Up'r Dk. Beams & Fastenings *"*

Low'r Dk. Beams & Fastenings *"*

Plating *"*

Planking *"*

Rivets *Good*

Breasthooks *"*

Transoms, Poiners, & Grutches *"*

Thickness of Frame at the openings *Good*

ditto at other places *"*

Keelsons *"*

Stringers, Clamps & Shells *"*

Salting *"*

(State if examined.) *Good*

Ceiling *"*

Cement *"*

(State which.) *FPT test*

Tanks *"*

(State if now tested.) *"*

Caulking of Bot'm, D'k, & Wat'rw'ys. *"*

Copper, or Y.M. *"*

(State if on felt.) *"*

When put on, Month *"* Year *"*

Rudder *Good*

Windlass & Capstan *"*

Have Pumps now been examined and found efficient? *"*

Have Sluice Valves now been examined and found efficient? *"*

Have Watertight Doors now been examined and found efficient? *"*

Dblng. Plates under Sounding Pipes *"*

Engine Room Skylights *Good*

Coal Bunker, Open'gs, Lids, &c. *"*

Scuppers *"*

Cargo & Main H'tch'w'ys *"*

Hatches *Good*

Boats *"*

Masts, Yards, &c. *"*

Condition, how ascertained *Good*

(State if wedges removed *no*)

Sails *"*

Equipment letter *"*

Anchors, No. of *2B 13 1K*

Cables (State if now ranged) *no*

length size

(on board)

Rule length size

(per Table 22)

Hawsers & Warps *Good*

Standing & Running Rigging *"*

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£

Survey Fee (per Section 28)£

Special Damage or Repair Fee (if any) *3 3/4 LESS 102* : 17 : .

(per Sec. 28.)

Travelling Expenses (if chargeable)£

Second Surveyor's Fee (if any)£

Committee's Minute *TUES MAR 2 1897*

Character assigned *Deferred for compen. of Rep.*

TUES 4 MAY 1897

Frank L. Stanger

Surveyor to Lloyd's Register of British & Foreign Shipping.

state that they expect to recover the Port-Bow 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 footboard has now been fitted.

F. L. Sturgeon.

H. Moroverly.