

WED. 12 OCT 1898

No. 60352

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 2-10-98 When handed in at Local Office 2-10-98 Port of London

No. in Reg. Book 338 Survey held at London Date, First Survey Sep 5 27 Last Survey 8-10-98

on the Wood, Iron or Steel s/s Cassel Master

TONNAGE:— Built at Southampton By whom Naval Works Ltd When 1891

GROSS 448 Owners Mead Son &amp; Russey Port belonging to London

UNDER DEK 316 Owners' Address

NET 257 (if not already reported in Appendix to Register Book)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Limehouse Dock Destined Voyage Funchmouth

WB=Cell DBord DBa feet; uE&amp;B feet; I feet; Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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 Report, No. 58890 Port London

(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 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, &amp;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.)

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs

in consequence of the vessel striking the Quay walls at

Boulogne, Plymouth and Dover, and striking heavily on the

ground at Dover, on the 19th June 1897 15 Decr 897 &amp; 12th April 1898

On the port side of the vessel six plates renewed A1

C6. D1. E5.6.8 (D1 only partly renewed. Twelve plates faired &amp;

replaced D8, E5.7, E1.7.9.10. G2. H2.3 I2.3. Twenty three

plates B3.6.7. C1. E3.4. D4.5.6.7.9 F1.2.3.4.6.7.8.9.10

G1.3 H1 faired in position

On the Starboard side ten plates renewed E6.

D1.5. E4.5.6.7.8 H1. &amp; Haisse pipe doubling (D1 only partly renewed

Continued.

SUMMARY OF DAMAGE REPAIRS:—

Renewed 16 Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

Removed and Faired or Repaired 18

Faired or Repaired in place 44

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks

Waterways

Coamings

Beams &amp; Fastenings

Outside Plating

Caulking of ditto

Rivets

Breasthooks &amp; Crutches

Transoms

Frames

Reverse Frames

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Windlass

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

Coal Bunkers, Open'gs, Lids, &amp;c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Treenails

Breadhooks &amp; Stems

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps &amp; Shells ditto

Salting

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When put on, Month Year

Standing &amp; Running Rigging

General Observations, Opinion as to Class, Recommendation, &amp;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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &amp;c."

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey Lon 10/98

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

Received by me,

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

FRI. 21 OCT 1898

FRI. 17 NOV 1898

FRI. 12 JAN 1900

Lloyd's Register

FOLON 716+0457 1/2



WED. 12 OCT 1898

Port of LondonContinuation of Report No. 60352 dated October 1898 theS/S CasselTwenty one plates fared in place B 7-8 C 3-4 D 3-4-6-8  
F 3-4-5-6-7-8-9-10 G 2-1. I 1-2.

In way of bilge a number of frames set fair about 40 each side  
 & 8 on port side of fore-castle & one on port side, 8 additional  
 reverse bars fitted between fore-castle main deck & one on starboard side.  
 Three fore-castle beams fared in position & strengthened by  
 short angle beams. Two fore-castle stringers removed  
 fared & replaced. & stringer angle in place. The wood main way  
 & deck over same removed & refitted, except one plank renewed  
 the rails, stanchions, bollard fared & wire mesh & refitted  
 & fore-castle deck caulked all over & berths &c replaced.  
 The stem bar removed, fared and refitted and the  
 starboard hawse pipe renewed.

On account of set up of bottom in way of main hatchway the  
 frames, floor & keelsons, correspondingly distorted, a strong intermediate  
 keelson fitted each side of middle line, formed of 3/8 plate  
 fitted between the floors between stoke hold bulkhead & the  
 foremast. Secured to the floors by angle lugs & to the reverse  
 frames by a longitudinal angle bar on one side of plate & a  
 channel bar on the other & riveted to reverse angles on top  
 of floors and angle lugs. Size of channel 8 x 3 1/2 x 7/16 & angles 6 x 6 x 1/2.

The close ceiling thatches in main hold, largely removed  
 & repaired, the stoke hold flooring & aft & all the ceiling on tank  
 aft. The ceiling in coal bunkers removed. & the cement  
 examined all fore & aft & largely renewed. Tanks & openings  
 The water ballast tank in after hold, tested with water  
 to light water line & also fore & after peak tanks as  
 required by the Rules. 8 ft above the crown.

The Rudder lifted, pulleys examined one renewed. The  
 windlass overhauled & spindles straightened &c.

The sluice valves & R.T. door to tunnel overhauled. The fore  
 stays & fore rigging refitted also chain plates &c where disturbed &c.

Repairs due to wear & tear. Three deck plates over donkey boiler  
 renewed & beams refitted. The stoke hold bulkhead covered on  
 the port side in way of stoke hold plates. & 2 reverse bars in  
 coal bunkers repaired.

Special Survey No 2 This survey becomes due in April next  
 & the above examination may be taken as part of this  
 Survey. To complete the survey. The Calles should  
 be edged, the decks cleared & examined, the masts  
 spars & rigging examined aloft. & the deck pumps examined.

*Edward J. W. Henry*