

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

(Received at London Office. THUR, 20 OCT 1898)

Date of writing Report 13 Oct 18 98 When handed in at Local Office 18 Port of London

No. in Reg. Book. 338 Survey held at London Date, First Survey 3 Sept Last Survey 8 Oct 24 1898

on the Machinery of the Wood, Iron or Steel S. S. "Cassel" Master A. Dollar

Tonnage { Gross 448 Net 257 Vessel built at Southampton By whom Southampton Har Works When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

Registered Horse Power 95 Engines made at Southampton Owners Meadon & Hussey Port London Voyage Trunk

No. of Main Boilers one No. of Donkey Boilers one Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 80 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 100A1-6.97 Port London

Particulars of Examination and Repairs (if any) Damage & B.S.

(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? Yes

Do. " Donkey " " " Yes

If this was not done, state for what reasons? ✓

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? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? "

Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stem Bush relined

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? On vessel's return from

Recent voyage.

Vessel damaged by foundering. Examined in Dry Dock, Propeller, propeller shaft-(drawn), Stem Bush (relined) & all fastenings - satisfactory.

Examined Main Boiler externally & internally. Front End plate at bottom manhole, corroded, cut & efficient patch fitted, the manhole doubling plate renewed & extended to take rivets of shell, front seam. About 40 Rivets in front seam of shell, at bottom, renewed. The Bottom of Port C Chamber back, corroded, cut & new plate fitted, 2 screw stays to same renewed. The bottom of S C C Back, corroded, cut & efficient patch fitted, 2 screw stays to same renewed. The back seam of rivets in port Furnace on top, riveted. Seams overhaul & caulked. Safety valves examined & satisfactory.

Examined Main boiler under hydraulic test to 240 lbs per sq inch & found it tight.

Examined Donkey Boiler externally & internally. Both uptake pipes badly corroded, renewed. Flanges on firebox crown for 27.0

General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as seen, is now in a safe working condition & eligible, in my opinion, to have B.S. 10.98. Recorded in the Register of the Society when the Main & Donkey Boiler Safety valves have been adjusted under steam to working pressures. Donkey Boiler to be restored to 80 lbs

(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. 9.97, B.C.M.S. 9.97 or S.L.M.C. 9.97, 140 lb., F.D., &c.)

Office or Registration Fee (per Sec. 27)..... £ 1 : 10 : 0

Survey Fee per Section 28)..... £ 1 : 10 : 0

Special Damage Fee (per Section 28)..... £ 1 : 7 : 0

Travelling Expenses (if chargeable)..... £ 1 : 7 : 0

Fees applied for 20/10 98

Received by me, Thomas R. Blackie

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

State if Certificate is required ✓

Committee's Minute Deferred

Assigned Deferred

FRI, 21 OCT 1898 TUES, 1 NOV 1898 FRI, 17 NOV 1899

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LON 716-0458



Continued

Sp "Basel"

taking uptake pipes, fractured, cut & new flanged rings fitted. The shell crown near one uptake pipe, badly corroded, a new flanged ring to uptake fitted, same extended to cover corroded part of crown. Shell at front round check valve chest joint, and at bottom, found badly corroded, cut & efficient patches fitted. Firebox at bottom seam, corroded, cut & efficient patches fitted. Several rivets in one water tube renewed & seam caulked. Safety valve satisfactory. Examined Donkey Boiler under hydraulic test to 120 lbs per sq inch & found it tight. The boiler for the purpose of carrying out the above repairs was taken on shore - seating overhauled.

This boiler is now eligible to have the original pressure restored, namely 80 lbs.

No opportunity given at present time to adjust safety valves, same it was stated would be done on return from present voyage.

L.R. Blackie

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

B.I. due 6.9.98 to be completed on vessel when considerable repairs to B.I. & machinery repaired to A.B. now effected

It is submitted that this vessel WILL B.I. engine for the record.

B.I. 10.9.98 when all safety valves have been adjusted under steam.

D.B. pressure to be noted in log.

27/10/98



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