

REPORT of SURVEY for REPAIRS, &c.

No. 8331

Port of Glasgow

Received in London Office,

SAT 4 FEB 1888

No. in Reg. Book. 1420 Survey held at Glasgow Date, First Survey 25 Aug 1887 Last Survey 27 January 1888
(No. of Visits Fifteen)

on the Iron screw Steamer "Curco" Master James Nixon 1885-1888
Built at Glasgow By whom John Elder & Co. When 1871
Owners Orient Steam Navigation Co. (Ld.) Port belonging to Liverpool

TONNAGE: Re-measured NET 2519 GROSS 3918 UNDER DECK 3814
Owner's Address (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock Both Name of Dock Govan No. 1. Destined Voyage Australia
Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.

Last Survey, No. 47131 Port LON Third Survey LON 86. Classed ES & Running Dk. A1*1. 4.82
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)
in Summer ft. ins. in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs and alterations during the fitting of new machinery.

The old Engines and Boilers removed; the whole of the Engine, Boiler and Bunker spaces scaled and cleaned; running deck planking lifted from between the covering boards and all the beams, deck stringer and tie plating cleaned and painted. The following repairs have been carried out viz: - In Boiler space, on port side fourteen floor plates partially doubled, and eight double reverse frames, the bottom bars of the side intercostal keelson for about eighteen feet, both bars of bilge keelson for about twenty four feet, renewed; on starboard side sixteen floor plates partially doubled, and nine double reverse frames, foundation plate to centre keelson for sixteen feet, bottom bars of the side intercostal keelson for about eighteen feet and both bars of bilge keelson for about twenty four feet, renewed. New seating formed in recess at fore end of Boiler space for the donkey Boiler; the bulkhead floor between the after end of Boiler space and the athwartship Bunker

PRESENT CONDITION OF THE		Plating		Good		Good		Good		Good	
Decks (New Run? Dk)	Good	Plank (Bottom) & Counter	Good	Celling	Good	Boats	Good	Masts, Yards, &c.	Good	Condition, how ascertained	From Dk
Waterways	do.	Trunnels or Rivets	do.	Rudder (New)	do.	Sails	Good	Anchors	No. of 4 B. 1 Sh. 2 K.	Cables (Gauged)	300 fms 2"
Comings	do.	Breasthooks and Stemson	do.	Windlass & Capstan (New)	do.	Hawsers & Warps	Good and	Standing & Running Rigging	Sufficient	Hatches	Good
Up'r Dk. Beams & Fastenings	do.	Transoms, Pointers, & Grutches	do.	Pumps	do.						
Low'r Dk. Beams & Fastenings	do.	Timbers of Frame at the openings	do.	Cement (if Iron Ship)	do.						
Planksheers	Good	Ditto ditto at other places	do.	Caulking of Bot'm, D'k, & Watrways	do.						
Sheerstrakes	do.	Keelsons	do.	Copper, or Y.M. (State if on Felt.)	✓						
Topsides	do.	Clamps & Shelves	do.	When put on	✓						
Wales	Good										
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Suppers	Good	Cargo & Main Hatchways	Good				

General Observations, Opinion as to Class, Recommendation, &c.:
This vessel is now in good and efficient condition and eligible in my opinion to remain as classed, with the entry in the Register Book 1-88. New running Deck '88.

Entry Fee (if chargeable) per Scale I., Sec. 27... £
Office Fee (if chargeable) per Scale II., Sec. 27... £
Survey Fee (per Section 28) £ 8 8 0
Additional Tonnage 69 tons @ 3s 14 3
Special on Damage, Fee (if any) per Sec. 28... £
Certificate (if required) to be sent as per margin £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Committee's Minute TUESDAY 7 FEB 1888
Character assigned A 1.1
new running dk 88
Fees at Ld. received by me 11/2/1888
H. J. Louther-Dutton
Surveyor to Lloyd's Register of British & Foreign Shipping.
Lloyd's Register Foundation
GLS155-0013(112)

S. S. "Curaco"

renewed. Four new Boiler stools for each of the three Boilers and vertical bracket plates fitted at each end of the Boilers after same were got into position.

In Bunker space. the angles on the lower deck beams, fore and aft tie plates on same, top of passageway between Engines and Boilers, and a few of the transverse frames, renewed.

In Engine space. One floor at fore end of existing Engine seating raised twenty seven inches with $\frac{1}{16}$ in. plate to bring it up to the same level, and the top plating extended to suit; the cementing through Engine Boiler and Bunker spaces examined and repaired and all these compartments well painted.

On Working Deck. The tie plating on each side of Boiler Hatchway casing renewed; additional ties fitted on each side aft to carry coamings of new deck house; iron deck plating forward extended for seven feet aft to suit position of new Midlass. New Working Deck laid of $5 \times 2\frac{1}{2}$ in. Teak, increased to $3\frac{1}{2}$ in. thick for ten feet wide from Fore Hatchway forward, to form bed for Midlass, much &c. - Midship Iron House extended five feet aft and new iron wing houses forming open bridge fitted in way of same thirty nine feet long, frames and beams $5 \times 3 \times \frac{1}{16}$ in. \times 42 in. spacing, with five web frames on each side $3\frac{1}{2}$ in \times $\frac{1}{16}$ in. - A new steam Capstan Midlass by Harfield & Co. and four steam winches supplied. The whole of the Galoon and Cabin ^{forward and} work aft rearranged. and additional pillar in to Working Deck beams where required.

The Vessel has been docked, cleaned and examined, and a new Rudder fitted, the forging Report for which is forwarded herewith. Head gun. diameter, Four pins each $4\frac{1}{4}$ in. and heel $4\frac{1}{2}$ in. all brass sheathed and working in lignum vitae bearings. Bottom of Vessel in good order and coated. Cables ranged. —

H. J. L.
3/2/88.