

# REPORT of SURVEY for REPAIRS, &c.

46565  
FRIDAY 24 SEPT 1886

No. 46565

No. in Reg. Book.

Survey held at *London*

Date, First Survey *18th June* Last Survey *11th Sept 1886*

(No. of Visits)

Master *J. H. Ridler*

YEAR. MONTH.

*1410* on the *Iron Screw Steamer CUZCO*

TONNAGE:

NET

*2439*

GROSS

*3849*

UNDER DECK

*3814*

Built at *Glasgow*

By whom *J. Elder & Co.*

When *1871*

MONTH.

Owners *Orient Steam Nav. Co.*

Port belonging to *Liverpool*

Owner's Address  
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Royal Albert* Destined Voyage *Australia*

Length of Poop \_\_\_\_\_ ft.: of Forecastle \_\_\_\_\_ ft.: of Raised Or. Deck \_\_\_\_\_ ft.: Moulded Depth \_\_\_\_\_ ft. ins.  
(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

*Second Survey 81. FS & downing deck. 1.86*

Last Survey, No. *45802* Port *London*

(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.)

REPAIRS, OR EXAMINATION AS PER RULE

*Part Third Periodical Survey.*

*This Vessel has been examined in the Royal Albert dry dock and afloat in the Royal Albert docks.*

*The bottom found in good order has been cleaned and painted, it was not deemed necessary on the present occasion to drill the shell plating to ascertain its thickness.*

*The sides of the Vessel outside have been sealed and coated with boiled oil and three coats of paint.*

*The close ceiling has been removed from each hold, the timbers cleaned out, floors and framing sealed and coated, and cement found in good order.*

*The sides of the holds and upper side bunkers have been sealed and coated with boiled oil and zinc paint.*

*The cross bunkers and the lower part of the side bunkers could not be examined on this occasion as they contained a quantity of coal, but will be submitted to survey on the Vessel's return.*

PRESENT CONDITION OF THE

Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>
Waterways	<i>"</i>	Trunnions or Rivets	<i>"</i>	Rudder	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Comings	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Windlass & Capstan	<i>"</i>	Condition, how ascertained	<i>examined</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>	Pumps	<i>"</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>"</i>	Anchors	No. of <i>4 B, 18, 2 K</i>
Planksheers	<i>"</i>	Ditto ditto at other places	<i>"</i>	Caulking of Bottom, D'k, & Watrways	<i>"</i>	Cables	<i>good</i>
Sheerstrakes	<i>"</i>	Keelsons	<i>"</i>	Copper, or Y.M. (State if on felt.)	<i>"</i>	Hawsers & Warps	<i>"</i>
Topsides	<i>"</i>	Clamps & Shelves	<i>"</i>	When put on	<i>"</i>	Standing & Running Rigging	<i>"</i>
Wales	<i>"</i>					Hatches	<i>"</i>
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

General Observations, Opinion as to Class, &c.:

*This Vessel is in a sound and efficient condition and in our opinion eligible to remain as classed, and on completion of the survey in accordance with this report to have Third Survey recorded in the Register.*

Entry Fee (if chargeable) per Scale	£	27
Office Fee (if chargeable) per Scale	£	27
Survey Fee (per Section 28)	£	4 4
Special 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)	£	

received by me, *3.11.1886*

*Chas. H. Jordan*

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

Committee's Minute *TUESDAY 28 SEPT 1886*

Character assigned *A 1\*1*

46565. Jan.

from her present intended voyage.

The water ballast tanks have been cleaned out, the cement found in good order, the ironwork sealed and coated, and the tanks tested under pressure.

The fore and after peaks have been cleaned and painted, and the compartment under the latter at the after end of the shaft tunnel also sealed and painted, and the pockets at the bottom filled in with cement.

The timbers under the engines and boilers have been cleaned out, the floors and framing sealed and painted, and the cement found in good order.

Portions of the lining have been removed from the vessel's sides in the Saloon Cabins in way of the scuttles, and the plating found in good order.

The masts, spars and rigging have been examined and the following renewed. — Bowsprit, fore topgallant mast, fore topsail staff, and rolling spar for main topsail yard, and the fore topgallant and royal stays.

The chain cables have been ranged and 300 fathoms examined and found complete. 30 fathoms of the working end of each cable have now been attached to the locker end.

The steering gear rods have been renewed. And the main and awning decks recaulked and the latter repaired where required.

To complete the survey the following will need to be done, viz. —

The cross bunkers and lower side bunkers cleared and the close ceiling removed for examination.

Chas. H. Jordan

THE SURVEYORS AT REQUESTED NO. WRITE ACROSS THIS MARGIN.



© 2021

Lloyd's Register  
Foundation