

REPORT of SURVEY for REPAIRS, &c.

50933
WED 23 JULY 1890

No. *23 July 1890* Port of *London*
Date of Writing Report
No. in Reg. Book. *1071* on the *Cuzco* Iron Steamer
Survey held at *London* Date, First Survey *June 19th 1889* Last Survey *July 18th 1890*
(No. of Visits) Master *Anderson*

TUNNAGE:—
NET *2506*
GROSS *3898*
UNDER DECK *3874*
Built at *Glasgow* By whom *John Elder & Coy* When *1871-1872*
Owners *Orient Steam Nav Coy* 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 *Elbury & Co* Destined Voyage *Liverpool*
Length of Poop *11* ft.: of Forecastle *11* ft.: of Raised Or. Deck *11* ft.: Moulded Depth *11* ft. ins.
(if these particulars are not yet recorded in the Register Book.)
+ 9.8. 173 1889
+ 2m.c. 1889.
Classed *AL 1. UR*

Last Survey, No. *5037* Port *3rd Survey London 9/86*
(State clearly the cause of Repairs if any, and, indicate, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer *12* ft. *5* ins.
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 Winter *12* ft. *11* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Completion of Survey No 24*
also for Freeboard Marking
This vessel was placed in dry dock the bottom examined cleaned and coated.
The Main Ballast Tank has now been examined inside and the Cement overhauled &c.
The after Ballast Tank retested with head of water and then emptied and examined inside.
The above examination now completes the Special Survey under the Liverpool Underwriters Register Rules called the 5th Survey. See London Report No 50571 28/7/90

Repairs:— 15 Gunnet plates fitted to tank stays in the after Ballast Tank viz:— 7 on the Starboard side & 8 on the port side. This tank was also chipped & sealed

PRESENT CONDITION OF THE		Plank (Bottom) & Counter	Ceiling	Boats
Decks	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways	<i>✓</i>	Freeboards or Rivets	Rudder	Masts, Yards, &c.
Comings	<i>✓</i>	Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained
Up'r Dk. Beams & Fastenings	<i>✓</i>	Transoms, Pointers, & Crutches	Pumps	Sails
Low'r Dk. Beams & Fastenings	<i>✓</i>	Timbers of Frame at the opening	Cement (If Iron Ship)	Anchors No. of <i>13, 18, 24</i>
Plank sheers	<i>✓</i>	Ditto ditto at other places	Caulking of Bot'm, D'k, & Wat'rways	Cables <i>Good</i>
Sheerstrakes	<i>✓</i>	Keelsons	Copper, or Y.M. (State if on Felt.)	Hawsers & Warps
Topsides	<i>✓</i>	Clamps & Shelves	When put on	Standing & Running Rigging
Wales	<i>✓</i>			Hatches
Engine Room Skylights	<i>✓</i>	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways

General Observations, Opinion as to Class, Recommendation, &c.:
This vessel now appears to be in a sound & efficient condition, eligible in my opinion to remain as classed & to have the 4th Survey recorded on 7/90 also Freeboard as assigned by the Committee

Entry Fee (if chargeable) per Scale I., Sec. 27... £
Office Fee (if chargeable) per Scale II., Sec. 27... £
Survey Fee (per Section 28) £ *5 0 9*
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) £
Fees applied for, *28/7/1890*
Received by me, *Edward Protheroe*
23/8/1890
for aft
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *TUES 29 JULY 1890*
Character assigned *AL 1. UR*
Fourth Survey 90
Record Freeboard

Repairs:- (contd)

The main Ballast Tank was chipped & sealed inside & then cement washed

In the main Working Bunker, all new ceiling has now been laid and the floors, frames have been chipped, sealed, and cement washed, where it was accessible underneath storage deck

The main Hold was chipped sealed and painted from storage deck to ballast tank

The wedges were removed from the masts. The masts in way hereof cleaned sealed & painted

The rigging overhauled, repaired and reserved where found necessary.

The Engine Room skylight was raised to 7-9 from the deck, the sides formed of 3/8" iron well stiffened with angles and angle beams. &c

Freeboard.

The freeboard assigned by the Committee has now been painted and marked on the sides of the vessel as directed. $\frac{1}{2}$:-

	10 m. max. D	to 10 m. max. D
Summer	4'-8"	12'-5"
Winter	5'-2"	12'-11"
Fresh water	5'-2" less	

Edward J. Turner

Electric Lighting:-

This vessel is fitted with an electric light installation by the Anglo British Electric Light Company, on the single wire system with a continuous current. No of Machine 2
No of lights 280 (none for navigation) No of Volts 100 No of amperes 100 No of Revolutions 600
It is stated ^{that} there has been no casualties from defective insulation, sparking or short circuiting.

Edward J. Turner.