

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

No. \_\_\_\_\_ Date of Writing Report 24<sup>th</sup> March 1891 Port of London  
No. in Reg. Book. Survey held at London Date, first Survey 13<sup>th</sup> March Last Survey 13<sup>th</sup> March 1891  
1071 on the Machinery of the S.S. "Cuzco" Master Anderson No. of Visits 1  
Tonnage { Gross 3898 Vessel built at Glasgow By whom J. Elder & Co. When 1871 YEAR. MONTH. 10  
Net 2506  
Registered Horse Power 650 Engines made at \_\_\_\_\_ When 1888 Boilers, when made (Main) 1888 (Donkey) \_\_\_\_\_  
No. of Main Boilers \_\_\_\_\_ Owners Orient St. Mar. Co. Port Liverpool Voyage Australia  
Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery A1\*1. 7.90  
in Donkey Boiler \_\_\_\_\_ (State name of Dock.) Gilbury (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) NE & B 1.88  
Last Survey No. \_\_\_\_\_ Port 4<sup>th</sup> Survey Lon. 9.90 L.M.C. 1.88.

Particulars of Examination and Repairs (if any)  
(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?  
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?

*Vessel placed in dry dock  
Examined propeller, sea connections and their fastenings  
found all in good order. A new propeller blade has been fitted  
this time satisfactory.*

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*So far as seen the machinery of this vessel is in good working order and in my opinion eligible to remain as classed in the Register book*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	18
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	Received by me,
Travelling Expenses (if chargeable) .....	£	:	:	18

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

Committee's Minute THURS. 26 MAR 1891  
Assigned as now



It is submitted that this vessel  
is eligible to remain  
as classed—

N.A.

25.3.91

