

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

(Received at London Office

THUR. 22 DEC 1898

Date of writing Report *Dec 21st 98* When handed in at Local Office *18* Port of *London*
No. in Reg. Book *1362* Survey held at *Silbury* Date, First Survey *Dec 6.* Last Survey *Dec 20th 1898*
on the Machinery of the *Wood, Iron or Steel* *P.P. "Cuzco"* Master *Pritchard*
Tonnage Gross *3698* Net *2506* Vessel built at *918.* By whom *J. Elder & Co.* When *1888* Boilers, when made (Main *1888* (Donkey *1888*)
Registered Horse Power *815* Engines made at *Do.* Owners *Orient S.N. Co. Ltd* Port *Liverpool* Voyage *Australia*
No. of Main Boilers *4* No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Silbury or Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers *150 lb* in Donkey Boilers *125 lb*

Last Survey No. *Port*
Particulars of Examination and Repairs (if any) *88. & Donkey.*

(Periodical Surveys, when held, must be reported in detail and serially 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?

Do. " Donkey " " "

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?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the propeller shaft been drawn and examined at this time?

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?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined Boilers and safety valves, also propeller, stern bush, & sea connections fastenings.

All in good condition except Donkey Boiler which has the shell somewhat wasted. The pressure in this boiler has been reduced to 125 lb per sq.

Safety valves adjusted as above.

General Observations, Opinion, and Recommendation:— *This vessel's Boilers & Machinery*

(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.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

as far as seen are now in safe condition & in my opinion the vessel is eligible for the record B.S. 12-98.

Office or Registration Fee (per Sec. 27) £ *3 0 0*
Survey Fee per Section 28 *Less 100%* £ *0 0 0*
Special Damage Fee (per Section 28) £ *2 14 0*
Travelling Expenses (if chargeable) £ *2 14 0*

Fees applied for

2/1 18 99

Received by me,

31/1 18 99

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

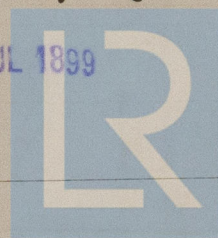
State if Certificate is required

TUES. 3 JAN 1899

TUES. 4 JUL 1899

Committee's Minute

Assigned *B.S. 12, 98*



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Main & Donkey Boilers examined
Safety valves adjusted under steam
Donkey Boiler shell found—
Somewhat wasted.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 12.98

D.B. pressure to be
noted. 125 lbs.

A.C.A.

2.1.99.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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