

# REPORT of SURVEY for REPAIRS, &c.

Writing Report 13<sup>th</sup> Nov 1899 When handed in at Local Office 18

Port of London

Survey held at London Date, First Survey 24<sup>th</sup> Oct 1899 Last Survey 9<sup>th</sup> Nov 1899

Book. on the Wood, Iron or Steel SS "Cuzco" Master

TONNAGE: - Built at Glasgow By whom J Elders & Co When 1871 10

GROSS 3898 Owners Orient & New Co Port belonging to Liverpool

UNDER DECK 3814 Owners' Address

NET 2506 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Name of Dock Tilbury Destined Voyage Australia

WB=CellDBorDBa feet; uE&B feet; J feet; I feet; Particulars of Classification (which must be inserted

total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements).

N.B. All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides

of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing,

girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 294 Port Gib

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 summarised in the form shown below. Whenever the

replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles

should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment

Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage by collision

This vessel was in collision last voyage with HMS

"Cannon" at Gibraltar & damaged some bow plates & frames

The damage has now been repaired as follows: On the

Port bow three shell plates have been renewed, and two partly

renewed. On the Star<sup>d</sup> bow two shell plates renewed and one

partly renewed. On Port side 4 frames & 2 reverse bars

partly renewed, & on Star<sup>d</sup> side 2 frames & 1 reverse bar joined

in place. And some small repair made.

The bottom has been examined in dry dock, cleaned &

coated. The cables were ranged & found to be three two lengths

SUMMARY OF DAMAGE REPAIRS: -

Renewed ... 5 Plates. 4 Frames. 2 R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items: -

Removed and Fair'd or Repaired ... 3 part

Fair'd or Repaired in place ... 2

PRESENT CONDITION OF THE

Decks good

Caulking of Decks

Waterways

Coamings

Beams & Fastenings

Outside Plating

Caulking of ditto

Rivets

Breasthooks & Crutches

Transoms

Frames

Reverse Frames

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Windlass

Have Pumps now been examined and found effi-

cient? no

Have Sluice Valves now been examined and found

efficient? no

Have Watertight Doors now been examined and found

efficient? no

Dhng. Plates under Sounding Pipes

Engine Room Skylights good

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Treenails ditto

Breasthooks & Stemson ditto

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shells ditto

Salting ditto

(State if examined.)

Copper, or Y.M. ditto

(State if on felt.)

When put on, Month Year

Boats good

Masts, Yards, &c.

Condition, how ascertained from Dk

(State if wedges removed no)

Sails

Equipment letter Lv

Anchors, No. of 5

Cables (State if now ranged) yes

length 255 size 2 1/2

Rule length 270 size 2 1/2

(per Table 22)

Hawsers & Warps good

Standing & Running Rigging

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon

this survey, thus, for example: - "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of

survey, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This vessel now appears to be in good condition & is eligible

in our opinion to remain as classed, date of survey to be

deferred until the equipment of cable is completed

Office Fee (if chargeable) per Scale II., Sec. 27 2

Survey Fee (per Section 28) 2

Special Damage or Repair Fee (if any) 2 4 4 0

(per Sec. 28.)

Travelling Expenses (if chargeable) 2 3 16 -

Second Surveyor's Fee (if any) 2

Fees applied for, 14/11 1899

Received by me, 15/11 1899

Committee's Minute

Character assigned

Deferred for compler. of Equip.

BS 11.99

FRID 9 MAR 1900

Lloyd's Register Foundation

LONG 20-00254



Port of

London

Continuation of Report No. 61612 dated

on the

88 Cuzco

short of 270 fathoms. It was stated that three lengths had been lost at Port Said, but that two lengths had been recovered & would be put on board on the passage out. To make good the third length, not recovered, a new length has been put on board & compared with the certificate as under:

Cert No 7030.  $15\frac{1}{2}$  fath  $\times 2\frac{1}{16}$  wt =  $\overline{52-0-18}$

Test = 107-2-0-0 & 76-10-0-0. Chute 27 Oct 1899

H Wood & Co Maker

Signed A. S. Juck  
A.S.



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LON 720-0025 1/2