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

(Received at London Office, MON 17 NOV 1890)

No. ..... Date of Writing Report ..... 18 ..... Port of London

No. in Reg. Book. 951 Survey held at Millwall Date, first Survey Nov. 3rd Last Survey Nov. 13th 1890

on the Machinery of the s/s. "Cortes" Master A. Visijoy No. of Visits 4

Tonnage { Gross 1261 / Net 978 | Vessel built at Sunderland By whom J. Laing When 1884 7

Registered Horse Power 95 | Engines made at do: When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers 1 | Owners J. Roca & Co. Port Barcelona Voyage

Steam Pressure— in Main Boilers 90 | If Surveyed Afloat or in Dry Dock dry dock Regmt. (State name of Dock.)

in Donkey Boiler 60 | Class of Vessel & Machinery ✠100 A.1. 12-89 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) ✠ LMC 1-89

Last Survey No. 1864 Port Ant S.S. Ant. No 1-89 Annual B.S.

**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?

Examined sea connections and propeller footstuffings & found them in good condition.

A new crank shaft has been fitted, a new Low. Press: piston & all sea valves rocks ground in.

Examined main boiler and main boiler safety valves, adjusted safety valves under steam to 90 lbs per sq. inch.

Examined donkey boiler & donkey boiler safety valve. and found them in good condition. Safety valve blew at 55 lbs per sq. inch

**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.)

As far as seen the machinery of this vessel is in good condition and is eligible in my opinion to have B.S. 11-90 recorded in the Register Book.

| | | |
|---|---|---|
| Office or Registration Fee (per Sec. 27) | £ | |
| Survey Fee (per Section 28) | £ 1 : 10 : 0 | Fees applied for 19.11 1890 |
| Special Damage Fee (per Section 28) | £ | |
| *Certificate (if required) as per margin | £ 1 : 2 : 6 | received by me, 25/11/ 18 90 |
| Travelling Expenses (if chargeable) | £ | |

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

Committee's Minute TUES 18 NOV 1890

Assigned BS 11/90

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

T. & S. Form No. 2—Transfer Ink—6000, 9/12/89. * To be sent to

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.

It is submitted that this vessel is eligible to have B.S. 11-90 recorded.

W.A.

17.11-90

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.