

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

No. 481 Date of Writing Report Oct 13<sup>th</sup> 1891 Port of London (Received at London Office, WED. 14 OCT 1891)  
 No. in Reg. Book. 481 Survey held at London Date, first Survey Oct 7<sup>th</sup> Last Survey Oct 13<sup>th</sup> 1891  
 on the Machinery of the s/s "Cortes" Master A. Visijon No. of Visits 4  
 Tonnage { Gross 1261 Net 978 Vessel built at Sunderland By whom J. Laing When 1884 Boilers, when made (Main) 1884 (Donkey) 1884  
 Registered Horse Power 95 Engines made at do. Owners J. Roca + Co. Port Barcelona Voyage  
 No. of Main Boilers One Owners J. Roca + Co. Port Barcelona Voyage  
 Steam Pressure in Main Boilers 90 lbs & Surveyed At in Dry Dock Requisit Class of Vessel & Machinery + 100 A.I. 11.30  
 in Donkey Boiler 55 lbs (State name of Dock.)

Last Survey No. 1-83 Port Ant. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + LMC 1-83.

Particulars of Examination and Repairs (if any) Annual Boiler Survey B.S. 11.30

(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? Yes

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 main & donkey boilers & safety valves -

The condition of the main boiler is good -

The shell of the donkey boiler was found to be thin in way of the feed check valve - an inside patch about 2'6" high & 1'6" wide has been bolted on satisfactorily -

Tested the main boiler under steam & adjusted the safety valves to blow at 90 lbs per sq. inch pressure -

Tested the donkey boiler under steam and adjusted the safety valve to blow at 55 lbs per sq. inch -

Examined stern bush, propeller and sea-cock fastenings and found them all in good condition -

General Observations, Opinion, and Recommendation:— So far as seen the machinery of this vessel is in good condition and eligible in my opinion to remain as classed and to have B.S. 10-91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for  
 Survey Fee (per Section 28)..... £ 1.10.0 17/10/91  
 Special Damage Fee (per Section 28)..... £ : :  
 \*Certificate (if required) as per margin..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :  
 received by me, 19.10.1891

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

Committee's Minute TUES. 20 OCT 1891

Assigned BS 10/91



Lloyd's Register  
 Foundation  
 LON694-0224

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

T. & S. Form No. 9—Transfer Ink—6000, 22/10/90. \* Certificate to be sent to the Committee's Minute.

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



It is submitted that this vessel is  
eligible for the record

B.S. 10. 91.

C.S.

19. 10. 91.



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