

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

52388

(Received at London Office, **WED. 14 OCT 1891**)

No. 481 Date of Writing Report Oct 13th 1891 Port of London

No. in Reg. Book 481 Survey held at London Date, first Survey Oct 7th Last Survey Oct 13th 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 YEAR. MONTH.

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

No. of Main Boilers One Owners J. Roca + Co. Port Barcelona Voyage

Steam Pressure in Main Boilers 90 lbs & Surveyed At in Dry Dock Request Class of Vessel & Machinery +100 A.I. 11.00

in Donkey Boiler 55 lbs (State name of Dock.) Repairs on account of Damage should be separated from

Last Survey No. 1-89 Port Ant. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + L.M.C. 1-89.

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: Sofar as seen the machinery
 (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.)
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
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

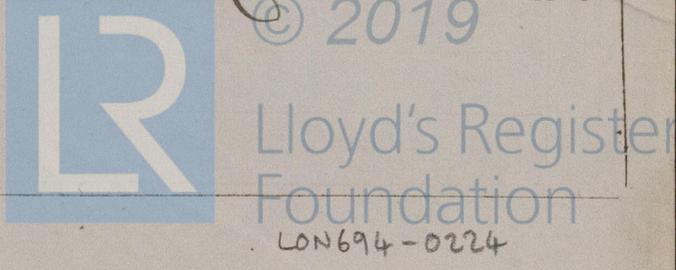
received by me, 19. 10 1891

[Handwritten signature]

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

T. & S. Form No. 9—Transfer Ink—6000, 22/10/90. * Certificate to be sent to the Registrar of Shipping, and when one will be sent.

Committee's Minute TUES. 20 OCT 1891
 Assigned RS 10/91



It is submitted that this vessel is
eligible for the record B.S. 10 91.

[Handwritten signature]
19. 10. 91.

