

REPORT of SURVEY for REPAIRS, &c.

No. 53896

Date of writing Report 28 Nov 1892 When handed in at Local Office

Port of London THURS. 1 DEC 1892

No. in Reg. Book. 1005 Survey held at London

Date, First Survey 11 Nov 84 Last Survey 23 Nov 84

on the ~~Wood~~, Iron ~~or Steel~~ s/s Cortes

(No. of Visits) Master Visigoy

TONNAGE:-

Built at Sunderland By whom J. Laing

GROSS 1261

Owners J. Roca & Co

YEAR 1884

UNDER DK. 1249

Owners' Address

Port belonging to Barcelona

NET 978

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

Surveyed Afloat or in Dry Dock?

Name of Dock Regent Dry Dock Destined Voyage Barcelona

WB=DbA tons; f tons; uE&B tons; CellDB tons; }
FPT tons; APT tons; MT tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Last Survey, No. 5388 Port Lon

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1-10.91		+ImC-1.89
S.S. Ant 101-89		BS-10.91
Spar dk with fbd		

(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.)

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 0 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S. S. No 2.

Vessel placed in dry dock, cleaned down and recoated bottom outside in good condition.
In the holds ceiling lifted in accordance with the rules and the cement found well adhering to the iron, all surfaces cleaned and recoated where necessary, all bent pillars removed fairied and replaced. On the starboard side of the main hold one plate in the strake above the sheer, fairied in place, and one frame and two reverse frames in way of it repaired with boson pieces.
The bunkers, cleared, chipped down and recoated & ceiling lifted, found in good order throughout.
Cables ranged in good order
The masts and spars examined, fore topmast & yard sever

SUMMARY OF DAMAGE REPAIRS:—Plates, Fairied or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE							
Decks	good	Transoms, Pointers, & Crutches	—	Copper, or Y.M.	—	Hatches	good
Waterways	"	Timbers of Frame at the openings	—	(State if on Felt.)	—	Boats	—
Coamings	"	Ditto ditto at other places	—	When put on, Month	Year	Masts, Yards, &c.	—
Up'r Dk. Beams & Fastenings	"	Keelsons	good	Rudder	good	Condition, how ascertained	aloft
Low'r Dk. Beams & Fastenings	"	Clamps, Shells & Stringers	at 4	Windlass & Capstan	"	Sails	—
Plating	"	Salting	—	Pumps	"	Equipment letter	n
Planking	"	(State if examined.)	—	Engine Room Skylights	"	Anchors, No. of	3B 15-2K
Trunnels or Rivets	"	Ceiling	good	Coal Bunker, Open'gs, Lids, &c.	"	Cables (State if now ranged)	yes
Breasthooks & Stemson	"	Cement or Asphalt	—	Scuppers	"	length	240 size 1 3/4
		(State which.)	—	Cargo & Main H'tch'w'ys	"	Rule length	240 size 1 1/2
		Tanks	—			Hawsers & Warps	good
		(State if now tested.)	—			Standing & Running Rigging	—
		Caulking of Bot'm, D'k, & Wat'r'w'ys	"				

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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel being now in a good and efficient condition and the rules having been complied with, she is eligible in my opinion to remain as classed & to have recorded S.S. Lon 802-92 & new date 11-92

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	5	10	212 18 92
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	5/12 18 92
Second Surveyor's Fee (if any)	£	:	:	

*Is Certificate now required?

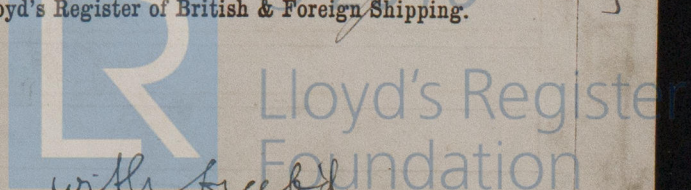
HULL CERTIFICATE WRITTEN

Committee's Minute

THURS. 6 DEC 1892

Character assigned +2Mc 11.92 100A1 Spar dk. with fbd. as No. 2-92 expunge APT

Surveyor to Lloyd's Register of British & Foreign Shipping.



In a Report also sent new as to Machinery of the Ship? If not, state whether, and when, one will be sent?

* Certificate, if required, to be sent to

Form No. 2 for Repairs—205.—L.R.P.H.—10,000.—08/02.—Transfer Int. (The Surveyors are requested not to write on or below the space in Committee's Minute.)

LON 697-0393

renewed & mizen topmast repaired.

The upper deck examined and about a dozen planks renewed.

A new barrow anchor marked 32998 SPH N 19-0

B 25 T 22-13-0-14 has been placed on board

Certificate No 32998 dated 11th Nov 1892 Metherton,

J. G. Lewis Supt weight 22 " 1.3 stock 5 " 3 " 27

weight of old anchor as per certificate herewith. 21, 3, 0.

The peaks examined & found in good order, cleaned and recoated.

The bilges of the engine & boiler space cleaned scaled and recoated, in good order.

J. L. G.

The owners ^{representative} desires that the record of WB = APT 15T may be expunged from the register book, as there are no connections for filling the tank, or air or sounding pipes, fitted to it. The only connection being a drain to the tunnel, and it is not used as a ballast tank

J. L. G.