

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

(Received at London Office)

FR 8 JUN 1894

Date of writing Report *June 8* 18*94* When handed in at Local Office *Port of London*
No. in Reg. Book. *Survey held at London* Date, First Survey *May 31* Last Survey *June 8 1894*
1043 on the Machinery of the *Wood, Iron or Steel* *S.S. "CORTES"* Master *Pesijoy*
Tonnage { Gross *1261* Vessel built at *Sunderland* By whom *J. Laing* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
Net *967* Engines made at *So* Owners *J. Roca & Co* Port *Barcelona* Voyage *Barcelona*
Registered Horse Power *95*
No. of Main Boilers *1*
Steam Pressure— in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *Regent Dry Dock & River*
in Donkey Boiler *55 lbs* (State name of Dock.)

Last Survey No. *Port B.S. 2*
Particulars of Examination and Repairs (if any) *Condition*

(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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Examined Main & Donkey Boilers and safety valves, also propeller, stern bush, & sea connections fastenings, all found to be in good condition, except the foundation plate of the Donkey Boiler which was much corroded; this plate has now been doubled.
The Safety valves were afterwards adjusted under steam.

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<i>100 A.1.</i>		<i>L.M.C.</i>
<i>8.93.</i>		<i>11.92.</i>
<i>B.S. 2.92.</i>		<i>B.S. 8.93.</i>
<i>after 100 lbs per sq. in.</i>		

General Observations, Opinion, and Recommendation:— *This vessel's Boilers & Machinery as far as seen are now in good condition & in my opinion the vessel is eligible to remain as classed with record B.S. 6.94.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28).....	£	1	10	0	91 6 18 94
Special Damage Fee (per Section 28).....	£	:	:		
Travelling Expenses (if chargeable).....	£	:	:		Received by me, 13 6 18 94

*State if Certificate is required

Committee's Minute

Assigned

TUES. 12 JUN 1894

B.S. 6.94

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



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LON702-0232

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

*Certificate to be sent to

14-LRPH-Form No. 9—Transfer Ink—5,000, 12/10/93.

(The Surveyors are requested not to write on or below the space for 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. 6, 94

A R R

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.

9-6-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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