

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8/6/97 When handed in at Local Office 8/6/97 Port of London
 No. in Reg. Book 1127 Survey held at London Date, First Survey 12/5/97 Last Survey 5/6/97
 on the Wood, Iron or Steel S. S. Cortes (No. of Visit) 19 Master A. Tuiroy

TONNAGE:— Built at Sunderland By whom J. Laing When 1884-7
 GROSS 1261 Owners Cia Maritima Port belonging to Barcelona
 UNDER DK. 1249 Owners' Address
 NET 957 (if not already recorded in Appendix to Register Book)
 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Regent Wh Destined Voyage Barcelona
 WB=CellDBorDBa feet; uE&B feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
 If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 3374 Port Ant Spar Deck with freeboard Thru 11/92
 (Periodical Surveys, when held, must be reported in detail and seriatim 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 } 5 ft. 11 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage to S. S. S.

This steamer was reported to have broken some pillars in the main hold, whilst lying at her loading & discharging berth at Fresh Wharf, London Bridge on grounding at low water. About 250 tons of heavy cargo (on) was stated to have been stowed in the Tween Decks and the hold pillars having been weakened by holes drilled through them for securing portable beams of a temporary deck for carrying wire, but now discarded, these pillars broke through these holes, causing the beams of both decks to defect in consequence in way of main etc. The defective pillars were replaced as a temporary measure by wooden shores to permit the vessel to sail for Barcelona. The vessel was placed in dry dock, the bottom was very carefully sighted, & found to be in good condition. A deflection or set up of the bottom was observed of 1" in the whole length of the vessel, which was not considered due to the

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Faired or Repaired ...								
PRESENT CONDITION OF THE	Timbers of Frame at the openings <u>Good</u>		Rudder <u>Good</u>	Hatches <u>Good</u>				
Decks <u>Good</u>	Ditto ditto at other places <u>Good</u>		Windlass & Capstan <u>Good</u>	Boats <u>Good</u>				
Waterways <u>Good</u>	Keelsons <u>Good</u>		Have Pumps now been examined and found efficient? <u>yes</u>	Masts, Yards, &c. <u>Good</u>				
Coamings <u>Good</u>	Stringers, Clamps & Sholes <u>Good</u>		Have Sluice Valves now been examined and found efficient? <u>yes</u>	Condition, how ascertained <u>from exam'n</u>				
Up'r Dk. Beams & Fastenings <u>Good</u>	Selling <u>Good</u>		Have Watertight Doors now been examined and found efficient? <u>yes</u>	(State if wedges removed <u>yes</u>)				
Low'r Dk. Beams & Fastenings <u>Good</u>	Ceiling <u>Good</u>		Dblg. Plates under Sounding Pipes <u>Good</u>	Sails <u>Good</u>				
Plating <u>Good</u>	Cement or Asphalt <u>Good</u>		Engine Room Skylights <u>Good</u>	Equipment letter <u>Good</u>				
Planking <u>Good</u>	Tanks <u>Good</u>		Coal Bunker, Open'gs, Lids, &c. <u>Good</u>	Anchors, No. of <u>3 B-18-2K</u>				
Rivets or Tacanets <u>Good</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>Good</u>		Scuppers <u>Good</u>	Cables (State if now ranged) <u>yes</u>				
Breasthooks & Stemson <u>Good</u>	Copper on Y.L. <u>Good</u>		Cargo & Main H'tohw'ys <u>Good</u>	" length <u>240</u> size <u>1 1/2"</u>				
Transoms, Pointers, & Catches <u>Good</u>	When put on, Month <u>Year</u>			" Rule length <u>210</u> size <u>1 1/2"</u>				
				(per Table 22)				
				Hawsers & Warps <u>Good</u>				
				Standing & Running Rigging <u>Good</u>				

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, 197," or "to remain as classed and to have record of survey, 197, and the notations of ss No. 1-97 and ptND97, &c."

This steamer now appears to be in a sound & efficient condition, eligible in our opinion to remain as classed with a fresh record of Survey, Lon 6/97 and S.P. Lon 703 6/97 also noted

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, 8/6 18 97
 Survey Fee (per Section 28) S.S. No. 3 £ 8 : 0 : 0 Received by me, Edward W. Terrey
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ : 16 : 0
 Travelling Expenses (if chargeable) £ 7 : 4 : 0
 Second Surveyor's Fee (if any) £ : : :
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI. 11 JUN 1897
 Character assigned 100A1 Spar dk. with freeboard
L.M. 6.97
 No. 312 W. No. 3-6.97
Lon 712 - 0479 1/2

If so, is the Report sent here, or when will it be sent?

Is Certificate required? If so to be sent to



Port of Continuation of Report No. dated on the

S/S Cortes

one sent casualty but owing to the vessel taking the ground constantly, and is unimportant. All the close and Spar ceiling in the main hold was removed and the frames, floors, beams, keelsons, bulkheads & stringers beaten & cleaned of all oxidation, and together with the casings examined & found to be not affected by the alleged casualty.

Twelve new pillars were fitted in the lower hold of increased size to those originally fitted.

4 to main Hatch 3 in the centre line ones on no 3rd deck.

The weather deck caulked round hatches under steam pipes
Special Survey No 3:—

This steamer was placed in Regent Dock the bottom, rudder examined, cleaned & re-coated. All the close ceiling, in the peaks holds & coal bunkers removed, also the stoke hold flooring and the Spar ceiling in the lower hold. and the lining under side lights. All the oxidation chipped and beaten off the surfaces of the frames, floors, stringers, keelsons, bulkheads etc & then re-coated.

There being no apparent diminution in the thickness of the shell plating it was not considered necessary to drill.

The chain cables were ranged out for inspection the mast wedges renewed. The masts, spars, rigging, pumps, suction sluices, sounding pipes, decks, etc were examined, also water tight door.

Repairs now done:—

The lower part of the stoke hold bulkhead doubled, across between Dunker Bulkheads. Eleven floors doubled, two at after end of fore hold, two at after end of main hold, & seven in boiler space. The reverse bars under boilers repair & covering or under plates fitted on top of reverse bars in stoke hold. The coal bunker plates & stiffening angles largely renewed also partition plate bulkhead, between engine & boiler space. The wash plates between the floors at centre line in boiler space renewed. The top and after end of galley renewed and boiler casing top repaired. Cement repaired in holds etc.

Edward John Turner, M. M. M. M.

New 712 - 0679 2

Lloyd's Register
Foundation