

# 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) 1 Master A. T. T. T.

TONNAGE:— Built at Sunderland By whom J. Lang When 1884-7  
 GROSS 1261 Owners Cia Maritima Port belonging to Barcelona  
 UNDER DECK 1249 Owners' Address Regent St  
 NET 957 (if not already recorded in Appendix to Register Book)  
 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Regent St Destined Voyage Barcelona  
 WB=Cell DBor DBa feet; uE&B feet; feet; feet;  
 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 1100A.1 Thru 14/92  
138 9/96

(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 & S. 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 stored 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 deck. 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         | Rudder   | Hatches  |         |        |              |             |               |
| Decks                          | Ditto ditto at other places              | Windlass & Capstan   | Boats  |         |        |              |             |               |
| Waterways                      | Keelsons                                 | Have Pumps now been examined and found efficient?            | Masts, Yards, &c.                                    |         |        |              |             |               |
| Coamings                       | Stringers, Clamps & Sholes               | Have Sluice Valves now been examined and found efficient?    | Condition, how ascertained (State if wedges removed) |         |        |              |             |               |
| Up'r Dk. Beams & Fastenings    | Salting (State if examined.)             | Have Watertight Doors now been examined and found efficient? | Sails  |         |        |              |             |               |
| Low'r Dk. Beams & Fastenings   | Ceiling                                  | Dblg. Plates under Sounding Pipes                            | Equipment letter                                     |         |        |              |             |               |
| Plating                        | Cement or Asphalt (State if now tested.) | Engine Room Skylights  | Anchors, No. of                                      |         |        |              |             |               |
| Planking                       | Caulking of Bot'm, D'k, & Wat'rw'ys      | Coal Bunker, Open'gs, Lids, &c.                              | Cables (State if now ranged)                         |         |        |              |             |               |
| Rivets or Tackles              | Copper or Zinc (State if now tested.)    | Scuppers   | " length 240 size 1 1/2"                             |         |        |              |             |               |
| Breasthooks & Stemson          | When put on, Month                       | Cargo & Main H'tch'w'ys                                      | " Rule length 210 size 1 1/2"                        |         |        |              |             |               |
| Transoms, Pointers, & Guteshes |  |  | Hawsers & Warps                                      |         |        |              |             |               |
|                                |  |  | Standing & Running Rigging                           |         |        |              |             |               |

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. don 703 6/97 also noted

Office Fee (if chargeable) per Scale II., Sec. 27 ..... £  
 Survey Fee (per Section 25) S.S. No. 3 ..... £ 8 : 0 : 0  
 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) ..... £ : : :  
 Fees applied for, 8/6 18 97  
 Received by me, 10/6/18 97  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI, 11 JUN 1897  
 Character assigned 100A.1 Spar dk. with freeboard  
No. 312 21006.97 No. 3-6.97 Lon 712 - 0479 1/2

If so, is the Report sent now, 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 3 side.

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 & recoated. 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 &c & then recoated.

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

The chain cables were hanged out for inspection the mast wedges removed. The masts, spars, rigging, pumps, suction valves, sounding pipes, decks, &c were examined, also watertight door.

Repairs now done:—

The lower part of the stoke hold bulkhead doubled, across between bunker 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 new 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 &c.

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