

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 15th Feb 96 When handed in at Local Office 17th Feb 96 Port of Glasgow  
 No. in Reg. Book 430 Survey held at Ardrossan Date, First Survey 13th Jan 96 Last Survey 13th Feb 96 1896  
 on the Wood, Iron or Steel Sc Sr "TORBAY" (No. of visits) Master John S. Souken

## TONNAGE:-

GROSS 1332

UNDER DEK 1083

NET 830

Built at Sunderland By whom Blumer &amp; Co

Owners Glasgow Shipowners Co. (Lim.) Port belonging to Glasgow

Owners' Address

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

Surveyed Afloat or in Dry Dock? Ardrossan Name of Dock Dry Dock &amp; Afloat, Destined Voyage Venice

VB=CellDBorDBa 69 tons; uE&B - tons; f 63 tons;  
 FPT 26 tons; APT - tons; MT - tons.

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

CHARACTER.	Years Assigned	Machinery and Boiler
For Special Survey.	Assigned	Survey
Date of last Survey and of Periodical Surveys.	Assigned	(including date of N.B., if any).
100 A.1.	100 A.1.	100 A.1.
S.S. Bly No 2-91.	S.S. Bly No 2-91.	S.S. Bly No 2-91.
10-94-95.	10-94-95.	10-94-95.

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. 680 Port Brw

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. 15.1.96.

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR For repair of damage, also for S. S. No 3.

For repair of damage alleged to have been sustained on the 8th Jan last by striking each side of box against sides of Manchester Canal and by striking the ground while passing through Canal completing a voyage from Christians to Manchester, arrived at the time laden with full general cargo; also by striking against sides of Canal on the 11th Jan, while proceeding on a voyage from Manchester to Lottenburg &c. particulars please see press copy of damage survey report sent herewith.

How done for repair of damage:- Vessel placed in dry dock, keel bottom and sides examined, fore peak, main hold tank and starboard. Coal bunker cleaned and examined, rudder lifted; box of vessel repaired thus:- On starboard side No 1 plate of B strake, and No 1 of C, renewed; No 7 of D repaired and replaced; No 1, 2 and 4 of E renewed, No 3 furnace and replaced; No 2 of F renewed, No 3 furnace & replaced and No 4 furnace in place; No 1, 2 & 4 of G furnace in place:- On Port side No 1 of B strake renewed, No 1 of C furnace & replaced; No 1 of E and No 1 of F renewed; No 2 of F furnace in place and No 3 furnace & replaced, observing that

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:-
Renewed ...	9	-	3	-	-	Lifted, rebushed and repaired rudder; renewed about 24 rivets in keel, renewed 2 plates
Faired or Repaired ...	10	3	5	-	-	5/16 thick upper Centre stern, repaired Centre forward.

PRESENT CONDITION OF THE	Timbers of Frame at the openings.	Rudder.	Hatches.
Decks ...	Good	Good	Good
Waterways ...	Good	Good	Good
Coamings ...	Good	Good	Good
Up'r Dk. Beams & Fastenings ...	Good	Good	Good
Low'r Dk. Beams & Fastenings ...	Good	Good	Good
Plating ...	Good	Good	Good
Planking ...	Good	Good	Good
Treenails or Rivets ...	Good	Good	Good
Breasthooks & Stemson ...	Good	Good	Good
Transoms, Pointers, & Crutches ...	Good	Good	Good

## General Observations, Opinion as to Class, Recommendation, &amp;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 ptd91, &c."

This vessel is not in good and efficient condition and the Rules for S.S. No 3 being fully complied with, she is in our opinion eligible to remain as Classed and to have record of Survey 2-96 and the notations of S.S. No 3-96 and drp 96.

Office Fee (if chargeable) per Scale II., Sec. 27 ... £

Survey Fee (per Section 28) ... modified £

Special Damage or Repair Fee (if any) (per Sec. 28.) ... £

Travelling Expenses (if chargeable) ... £

Second Surveyor's Fee (if any) ... £

Fees applied for,

14/21 1896

Received by me,

20/2/96

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

Committee's Minute

Character assigned

TUES. FEB 25 1896

100A1

MS 2,96 MS 3-2,96

Lloyd's Register Foundation

GLS174-0107 C125



*S. S. Torbay*  
 that all new plates were of the original thickness; renewed part of 2 frames on port box and 3 reverse frames self fair and riveted, self fair hold stringer on port side in fore peak; renewed part of 1 frame and 3 rev frames on starboard box and 2 rev frames self fair and riveted; repaired 1 plate to Coll. bulkhead self fair stringer to hold beams on starboard side in fore peak; renewed about 24 rivets in keel near after end and about 24 in rudder; renewed two plates on upper counter of stern to original thickness and repaired moulding repaired cement where necessary in fore peak and main hold tanks also renewed the rivets connecting tank girders to reverse frame in main hold tank and rebated fore <sup>peak</sup> and main hold tanks to the proper height, rebated rudder, overhauled steering gear; well coated new and old parts in way of the damage repairs.

For S. S. No 3: Now done, or at the least for repair of damage, so that in all the requirements of S. S. No 3 have now been fully complied with; thus the vessel placed in dry dock, proper stages made, the holds and peaks cleared, all close ceiling removed so that rivets, keel, flat of bottom could be thoroughly examined; coal bunkers cleared, the frames, stringers, hooks, floor plates, keelsons, engine & boiler beams, beams, water tight bulkheads, rivets and inner surface of plating &c. exposed; the condition of plating in way of side lights ascertained; oxidation removed from the parts above named, also from outside plating, rivets, keel, stem, stern post, and rudder, the plank sheers and water ways where fitted of wood made bright and examined; the ceiling removed from the double bottom in each hold, and the tanks properly opened up and inside examined, as well as the peaks, holds, engine & boiler spaces, coal bunkers and tween decks; holes bored thro' the most worn parts <sup>of shell plating</sup> in coal bunkers on each side but no appreciable diminution of original thickness found, and it was not considered necessary to have any other parts drilled; decks examined also masts, spars and general equipment, mast welding removed (no bonapart) see spar makers list herewith; the water ballast tanks all tested as required by the Rules & proved tight; Chain cables ranged and examined, steering gear overhauled, the sluice valves, water tight doors and hand pumps tried and all other requirements of the Rules for S. S. No 3 now fully complied with.

Repaired cornice on bridge deck in way of steam pipes; renewed top plating for boiler hatch casing; repaired saddle back to coaling hatchway; repaired reverse frames under boilers; repaired bunkers & stags; recoated tank tops also the inside of vessel at all necessary points; repaired ceiling and flooring, also hatches, sluice valves & hand pumps; shipped chain cables & coated same and recoated bottom and sides. renewed one <sup>of the</sup> stags.

*L. D. J.*