

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15<sup>th</sup> Feb 96 When handed in at Local Office 14<sup>th</sup> Feb 96 Port of Glasgow  
 No. in Reg. Book 430 Survey held at Arrossau Date, First Survey 13<sup>th</sup> Jan 96 Last Survey 13<sup>th</sup> Feb 96 1896  
 on the Wood, Iron or Steel Sc Sr "TORBAY" (No. of visits) Master John S. Souken

TONNAGE:-  
 GROSS 1332 Built at Sunderland By whom Blumer & Co When 1883 - 2  
 UNDER DK. 1083 Owners Glasgow Shipowners Co. (Lim) Port belonging to Glasgow  
 NET 830 Owners' Address (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Arrossau Name of Dock Dry dock & afloat Destined Voyage Venice  
WB=Cell DBorDBa 69 tons; uE&B - tons; f 63 tons;  
FPT 26 tons; APT - tons; MT - 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.

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

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.</u>		<u>B.S. 4.95.</u>
<u>S.S. Bly No 2-91.</u>		<u>S.M.C. 7.71.</u>
<u>10.94 2.95.</u>		

Society's Freeboard (if assigned) as painted on Ship and now verified } 2 ft. 0 ins.

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.

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 8<sup>th</sup> Jan last by striking  
each side of bow 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 11<sup>th</sup> Jan, 1896, 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 tanks and starboard coal bunker cleared and  
examined, rudder lifted; bow of vessel repaired thus:- On starboard side nos 1, 2 and 4 of E renewed, nos 3 furnished  
and replaced; nos 2 of F renewed, nos 3 furnished & replaced and nos 4 furnished in place; nos 1, 2 & 4  
of G furnished in place:- On Port side nos 1 of B strake renewed, nos 1 of C furnished & replaced; nos  
of E and nos 1 of F renewed; nos 2 of F furnished in place and nos 3 furnished & replaced, observing  
that

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

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways <u>-</u>	Ditto ditto at other places <u>do</u>	Windlass & Capstan <u>do</u>	Boats <u>3 20 (2 as life boats) do</u>
Coamings <u>do</u>	Keelsons <u>do</u>	Pumps <u>do</u>	Masts, Yards, &c. <u>do</u>
Up'r Dk. Beams & Fastenings <u>do</u>	Clamps, Shelves & Stringers <u>do</u>	Sluice Valves <u>do</u>	Condition, how ascertained <u>By Selva &amp; Har maker</u> (State if wedges removed <u>yes</u> )
Low'r Dk. Beams & Fastenings <u>do</u>	Salting (State if examined.) <u>-</u>	Watertight Doors <u>do</u>	Sails <u>Good</u>
Plating <u>do</u>	Ceiling <u>do</u>	Dblng. Plates under Sounding Pipes <u>do</u>	Equipment letter <u>0</u>
Planking <u>-</u>	Cement or Asphalt (State which.) <u>Cement do</u>	Engine Room Skylights <u>do</u>	Anchors, No. of <u>6 do</u>
Treenails or Rivets <u>do</u>	Tanks (State if now tested.) <u>yes do</u>	Coal Bunker, Open'gs, Lids, &c. <u>do</u>	Cables (State if now ranged) <u>yes do</u>
Breasthooks & Stemson <u>do</u>	Caulking of Bot'm, D'k, & Wat'rw'ys. <u>do</u>	Scuppers <u>do</u>	" length <u>255</u> size <u>1 1/2 to 1 3/8</u>
Transoms, Pointers, & Crutches <u>do</u>	Copper, or Y.M. (State if on Felt.) <u>Recoated bottom</u>	Cargo & Main H'toh'w'ys <u>do</u>	" Eule length <u>240</u> size <u>1 1/16</u>
	When put on, Month <u>not</u> Year <u>-</u>		Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>do</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, 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 is not in good and efficient condition and the Rules for S.S.  
No 3 being fully completed 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 £ 4/6  
 Special Damage or Repair Fee (if any) ..... £ 3/3  
 Travelling Expenses (if chargeable) ..... £ 2  
 Second Surveyor's Fee (if any) ..... £  
 Fees applied for, 14/21 1896  
 Received by me, 20/21 1896  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character assigned 100A1  
W.S. 2.96 S.S. No 3-2.96  
 TUES. FEB 25 1896  
 Lloyd's Register Foundation  
 615174-0107 (1/12)

Form No. 2 for Repairs - 2000 - 9/15/95 - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

FRI, FEB 21 1896

Port of

Glasgow

Continuation of Report No 14233 dated 13 Feb 1896 on the

*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 strings on port side in fore peak; renewed part of 1 frame and 3 rev frames on starboard 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>peaks</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: Not done, or at the least for repair of damage, so that in all the requirements of S. S. No 3 have not 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 examined; 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 <sup>no</sup> 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 welling removed (no bonerit) see spar maker's 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 not fully complied with.

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

