

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

(Received at London Office)

UES 23 FEB 1897

Date of writing Report 22nd Feb 18 97 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey and Last Survey 18th Feb 1894
454 on the Machinery of the Wood, Iron or Steel S.S. "Torbay" Master Jayson
 Tonnage { Gross 1337 Net 830 Vessel built at Sunderland By whom J. Blumer & Co When 1883 YEAR. MONTH. 2
 Registered Horse Power 162 Engines made at D. When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 No. of Main Boilers 2 Owners Glasgow Shipowners Co. (Limited) Port Glasgow Voyage Bordeaux
 No. of Donkey Boilers 2 If Surveyed Afloat or in Dry Dock Govan
 Steam Pressure— in Main Boilers 80 lbs (State name of Dock.)
 in Donkey Boilers 50 lbs

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Docking

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?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

*New propeller fitted (shaft not drawn in sufficiently for exam-
 ination); sea connections examined found in order.
 New thrust shaft fitted.*

General Observations, Opinion, and Recommendation:— *As far as seen, the machinery*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, E.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

of this vessel is in good order, and, in my opinion, eligible to remain as classed.

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

*State if Certificate is required

Committee's Minute

FRI. 26 FEB 1897

Assigned

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



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*The roller is renewed, thrust shaft shortened
cause not stated.*

*It is submitted that
this vessel is eligible to
remain AS CLASSED.*

*R.L.
23.2.97.*

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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15010 ggs.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

1896. 27/7/96 M 11/8/96 21/8/96 29/9/96 9/10/96 10/11/96 13/11/96 23/11/96 19/2/97

Workmanship. Are the butts of plating planed or otherwise fitted?

Is the riveted work properly closed?

Are the liners between the frames and plates solid single pieces?

to plate, &c., conform well to each other?

from the faying surfaces?

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of plating?

Are the butts of Plating, Stringers, &c., properly shifted and strapped?

General Remarks (State quality of workmanship, &c.)

This is a steel screw span deck steamer, with a topgallant forecabin, bridge house and a short turtle back poop. She has been built in accordance with the approved plans attached hereto and with the Rules generally. The water ballast tanks, decks, watercourses, tunnel pumps &c. have been tested & found satisfactory. The materials and workmanship are good.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 8 ft., R.Q.D. or Break 1 ft., Bridge Dk. 74 ft., F'castle 44 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 dk ste and span dk (ste - Teak s) ✓

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Paint Portland Cement Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Yes

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, two compartments	78½	100	Fore peak tank,	✓	
Double bottom, forward, three compartments	121	205	After peak tank,		49
Double bottom, under Engines and Boilers, one do	34½	72	Midship deep tank,	21	284
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No. 2982	1st. On the several parts of the frame, when in place, and before the plating was wrought	1896 Aug 21. 25. Sep 2. 7. 10. 11. 16. 23. 29. Oct 2. 8. 13.
Date 21 st August 1896	2nd. On the plating during the process of riveting	23. 29. Nov 4. 10. 14. 24. Dec 1. 8. 11. 15. 18. 22. 24. 29.
Order for Ordinary Survey No. ✓	3rd. When the beams were in and fastened, and before the decks were laid	1897 Jan 12. 15. 19. 22.
Date ✓	4th. When the ship was complete, and before the plating was finally coated or cemented	Feb 4. 11. 17.
No. 348 in builder's yard.	5th. After the ship was launched and equipped	
DATES of Surveys held while building as per Section 18.		Total No. of Visits 33

The amount of Entry Fee £ 4 : 14 : 6
Special Survey Fee £ 40 : 14 : 6
Travelling Expenses, if any £ : : :
Fees applied for, 14/2/97
Received by me, 23. 2. 18 97

Certificate to be sent to Glasgow
J. H. Hearn

I am of opinion this Vessel should be Classed 100 A 1 "Steel" "Span deck"
With, or without Freeboard, as condition of Class of 5 ft. 8 in below stat dk line which is 1 1/2 above wood span dk
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 26 FEB 1897
Character assigned 100 A 1 Steel span dk. with freeb? 7.5-8
a + r p
+ 2 m c 2 q t
elec. light
1 dk (ste) + span dk. (ste. - Teak s)

The Surveyors are requested not to write on or below the Committee's Minute.