

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15/10/94 When handed in at Local Office 15/10/94 Port of London
 No. in Survey held at London Date, First Survey 4/8/94 Last Survey 1/10/1894
 Reg. Book. 495 on the Wood Composite ship Torrens Master Cope 91 - 91 YEAR. MONTH.

TONNAGE:- Built at Sunderland By whom Jas Laiding
 GROSS 1335 Owners A. L. Elder & Coy mrs Port belonging to London
 UNDER DK. 1098
 NET 1276 Owners' Address

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Prince Dry Dock Destined Voyage Adelaide
 WB=DBa tons; f tons; uE&B tons; CellDB tons; }
 FPT 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.

Last Survey, No. 54 ST Port Low

(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 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.

CHARACTER.
 * for Special Survey.
 Date of last Survey and of Periodical Surveys.
 1841-
 9/93-
 88 Low -88
 Society's Freeboard (if assigned) as painted on Ship and now verified } 4 ft. 3 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Continuation Survey Sect 45.

This vessel was placed in dry dock, all the yellow metal sheathing removed, the hold cleared, & stages within without the vessel as required. all the outside planking above the light water mark, including poop and forecabin drifts, plank sheer & waterways, scraped bright. all the close and spar ceiling removed from the lower holds, also a portion of the spar ceiling in Tween Decks, the lining in forecabin, poop, lazarette, & second class cabin. all the oxidation removed from the surfaces of the frames, reverse frames, floors, stringers, keelsons, bilge & diagonal plates, butt straps, rivets &c. & these surfaces subsequently recoated.

SUMMARY OF DAMAGE REPAIRS: — Plates, Paired or Repaired; — Frames, ditto. — Plates, Renewed — Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks <u>Good</u>	Transoms, Pointers, & Crutches <u>Good</u>	Copper, or Y.M. <u>3 mon felt</u>	Hatches <u>Good</u>
Waterways	Timbers of Frame at the openings	(State if on Felt.) When put on, Month <u>10</u> Year <u>94</u>	Boats
Coamings	Ditto ditto at other places	Rudder <u>Good</u>	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Windlass & Capstan	Condition, how ascertained <u>from Deck</u>
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Pumps	Sails <u>good</u>
Plating	Solting (State if examined.)	Engine Room Skylights	Equipment letter
Planking	Ceiling	Coal Bunker, Openings, Lids, &c.	Anchors, No. of <u>3 B. 18. 2 K</u>
Treenails or Rivets	Cement or Asphalt (State if examined.)	Scuppers	Cables (State if now ranged) <u>yes</u>
Breasthooks & Stemson	Tank (State if examined.)	Cargo & Main Hatchways	„ length <u>270</u> size <u>1 1/2</u>
	Caulking of Bot'm, D'k, & Wat'r'ys		„ Rule length <u>270</u> size <u>1 1/2</u>
			Hawsers & Warps <u>sufficient</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, 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 composite vessel now appears to be in a sound & efficient condition, eligible in our opinion to be continued classed 12 yrs A-1. from Decr. 94 with a fresh date of Survey Low 10/94 & yellow metalling recorded

Office Fee (if chargeable) per Scale II, Sec. 27 £ 10 : 10 : 0
 Survey Fee (per Section 28) £ 16 : 10 : 18 94
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 *Is Certificate now required?

Fees applied for,

16. 10. 18 94

Received by me,

24/10/94

Edmund No Pierney
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRIDAY 19 OCT 1894

Cont 12 A1 from 12, 94

7 + 4 M 10, 94

Sp 94

10N703-02712

The cement in three bays was removed to expose the keel plates frames etc., also a considerable quantity at ends of vessel and bilges, which was afterwards renewed.

The outside planking of one strake removed from amidships to stem on starboard side, & from amidships aft on the port side.

A number of iron bolts in the topside planking and chain plate bolts were removed for inspection.

The decks were examined, & the chain cables cables ranged out for inspection, the masts & bowsprit wedges removed, the spars, sluice valve & general equipment overhauled.

The requirements for the Special Survey for Antismash fully complied with, as required by the Society Rules Section 45.

Repairs:— The catheads lifted, and the fore-castle deck sheathed with $1\frac{1}{2}$ " Oregon pine on felt; the starboard cathead renewed with Eng oak.

A number of frames locally wasted on each side in way of bilge planking, & towards the ends of the vessel repaired by fitting & rivetting an additional frame, about 8 feet in length to the original frame, of $6 \times 4 \times \frac{1}{2}$ angle, with additional yellow metal fastenings thereto in each adjacent plank, viz:— Eleven on the port side forward, on frames Nos 11 to 21 from stem, & 3 defective planks in wake of same renewed. Towards the after end on this side twenty three frames similarly dealt with— Nos 11 to 30, 35, 43, 45, from post; two bosom pieces & three plate straps fitted in addition. Five defective planks were renewed in the same neighbourhood.

On the starboard side forward twenty six frames similarly treated, Nos. 4 to 7; 11 to 23, 25 to 33 from stem, & three planks renewed, aft on this side nineteen frames thus dealt with, Nos 15 to 34 from post; & three defective planks renewed. At the after part of the vessel the bulb & angle iron stringer for about the length of 28 feet was removed on each side to facilitate the repairs, & subsequently replaced.

The ceiling in hold relaid & repaired where necessary, about 100 feet of new ceiling being fitted.

Port of London

Continuation of Report No. 55911 dated 14-10-94 the

Composite ship "Torrens"

The iron bolts in the topsides were found to be so badly wasted, that all of them between the after davit and stem, have now been renewed.

The vessel has now been recaulked from keel to gunwale, & the bottom resheathed with yellow metal on felt.

Edward J. Tierney.

Geo. T. Cooper

J. W. Fish