

Date of writing Report 25<sup>th</sup> May 21 19... When handed in at Local Office 25.5.21 19... Port of NEWCASTLE-ON-TYNE

64208 on the ~~Wood, Iron or~~ Steel S. S. BRANT COUNTY. EX LENNEP Master A. Whelan 1921

GROSS 2489.01  
Owners John Boul & Sons <sup>Lhs.</sup> 24/10/21 Port belonging to Newcastle

NET	(if not already recorded in Appendix to Register Book).		
Surveyed & floated in Dry Dock	Name of Dock	Destined to	
	Hawthorn Leslie's and		

total capacity \_\_\_\_\_ tons. FRT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet \_\_\_\_\_ tons.

N.B. All alterations to the existing records should be underlined.

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

orders, and of the inner bottom plating, especially in the boiler space.	Periodical Surveys.	Y Assessment ex	(including date of N.B., if any).
Last Report No. 14327	Port		

*(Periodical surveys, when held, must be reported in detail and verbatim 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.)*

the back of this form. State also the dates and initials of any letters respecting this case. 11/4/21 M. 2/5/21 M. 10/5/21 H. painted on Ship and now verified } 7 ft. 0 ins.

they were declined? ☒ Was a damage report made by anyone else? If so, by whom? ☒

1/2-1. Now done :- Vessel placed in dry dock,

Buoy lifted. All holds, Bridge space (clean & bunkers)

cleaned, cleaned and all the inside of the

peaks and all double bottom tanks, tested as per rule

examined, ceiling in holds lifted & required, Air

steering for and chasing hatch &amp; light as

SUMMARY OF DAMAGE REPAIRS :—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed ... ..								

[illegible]

Liking of Decks .....  
 State if Tanks have been examined inside .....  
 State if Tanks now tested .....  
 Coal Bunkers, Open'gs, Lids, &c. ....  
 Boats .....

Condition, how ascertained *by exam.*  
(State if wedges removed *not fitted*)

Steering gear and its connections	Treenails	ditto	Equipment letter
Windlass	Breasthooks & Stoppers		

Have Sluice Valves now been examined and found

100	efficient?	<i>see report</i>	<del>Salt</del> (State if examined.)	ditto	Standing & Running Rigging
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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 1 15” or “to remain as.....”

This vessel is in good and efficient condition and

of survey 5-21, and the notation S. S Proc 7:1-21 when

Fee (per Section 23) £ : : Fees applied for, FRI JAN 27 1962

Selling Expenses (if chargeable) £ : :

Received by me,  
28-6-10 J. C. Gilbertson & Co. Leeds

Committee's Minute

Character Assigned 100A As now

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S. S. "BRANT COUNTY" 2

also other deck openings, Ventilator cowls and coamings, casings and the general equipment examined. Pumps tried, Leashes raised, Cable locker examined, (most wedges not fitted) foreboard verified. In particulars of cables see below. Bunkers all full of coal so these were not examined.

Classification Survey.

In addition to the above the following was also done. Scantlings checked and found to be <sup>generally</sup> in accordance with the approved plans, subject to the following differences:—

Collision bld. stiffeners on fore side 8" x 3" x 45 built angles spaced 24" apart. Stiffeners on after side 8" x 3" x 45 built angles spaced 33" apart. (horizontal)

Shell plating in way of well is in accordance with sketch submitted on 9<sup>th</sup> April 1921 and approved. (See Secretary's letter dated 11<sup>th</sup> April 1921 reference M.)

Tunnel stiffeners spaced 29 to 31" apart otherwise as on plan. Frames in Engine Room 8" x 3 1/2" x 45 built angles, see frames 4 x 3 1/2" x 43 angles, (4" flange fore and aft.)

Upper deck stringer built quadruple meter, Plating built triple meter.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS. now on board.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 30 OR 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.	Tons. Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.			
5143	1st Bower	3145 KG				50/00 KG				Stallies	Hall	Dortmund 17/8/17
5008A	2nd "	3115 KG				50/00 KG				"	"	21/12/16
5008C	3rd "	2866 KG				47300 KG				"	"	21/12/16
Collective Weight.												
5008D	Stream	980 KG	162 KG			21100 KG				Stech	"	21/12/16
5008E	Kedge	407 KG	83 KG			10800 KG				"	"	21/12/16

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES. 2 1/4" dia.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length. M.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
4075	57.8	2 1/4			3491 KG				Midlink		Dortmund 21/10/16
4075A	51.2				1726 KG				"		" 19/9/19
Iron Stream Chain or Steel Wire...											

Other equipment on board 10 120 fms. 5" steel wire towline 10 90 " 4 1/4 " " " 20 90 " 4 " " " 20 90 " 3 " " " 30 90 " 8" manilla hawser see Secy's letter of that date. 30 90 " 7 " warps.

(see continuation)

S. S. "Brant. County" 3

Special Attention has been paid to the under noted items:— Painting arrangements for 2 web frames, 28" deep, frames 170 and 174 with double face angles. 2 side plate stringers extending from fore to frames 164 and 168 respectively. These stringers are 26" deep, with face angles, also deep brackets on alternate frames.

1/2 height intercostal and double frames fitted, each side, fore of 3/5 length amidships.

Double reverse frames fitted under main engine and boiler beams.

2 web frames and 2 pillars, 6" dia., fitted each side in Engine Room. Pillars have short girders taking 3 beams at head.

Built pillar in Boiler Room considered satisfactory as fitted. Strong beams in Boiler Space are fitted as on plans.

Thrust recess stiffeners and beams 5 1/2 x 3 x 9/16 built angles spaced 27" apart, brackets fitted top and bottom. After peak bld. stiffeners 9" built angles spaced 24" apart. Brackets at top.

This is considered satisfactory. (see midship section.) All bld. stiffener bld. extended to take floor on tank as shown on Midship section.

Angles were fitted on W.T. floor between girders as shown on Midship section.

Hold and Tween deck pillars and girders examined and found satisfactory. Floors under hold pillars are solid in way of same and an intercostal (full depth) extending for 3 frame spaces was fitted.

A hand pump was fitted to fore peak tank top and means were provided for draining the chain locker, plugs being fitted.

Frames at fore and after peak tank tops are continuous and W.T. angle collars were fitted.

An escape tank, to Poop deck, was fitted at the after end of the tunnel.

Side dk. Upper dk. at well, and Poop & Bridge decks were holed and found tight.

Casings and Skylights examined and found efficient. Means provide for closing fidley openings.

Wash plate, breast hook and deep stringers fitted in fore peak.

(see continuation)

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 to cause it to show through to the other side.

IF SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



S. S. "Brant County" 4  
 Tank top plating increased for wide spaced floors as per plan. Doublings fitted at corners of deck openings. Diamond plate liners fitted at W. J. Bds. in way of outside strakes of shell plating. Upper deck stringer plate at bridge front and fore of same fitted as per plan. Doubling not fitted but plating increased to 1/2".

Anchor and cables were examined and found in good order. Timmer escape hatches fitted to Brant of Trade requirements. Existing escape hatches filled up. This vessel is in particularly good condition and the workmanship is excellent. In <sup>our</sup> opinion class 100A1 can be assigned. Door to tunnel was examined and found not watertight, W. J. doors in way of bunkers could not be examined, bunkers being full of coal.

To complete the survey the following requires to be done:—

All coal bunkers (including side, cross, and tween decks.) should be examined and the scantlings in way verified. Double bottom ballast tanks under coal bunkers <sup>to be</sup> tested (ceiling lifted as necessary). W. J. doors in way of coal bunkers <sup>to be</sup> examined and found efficient and The W. J. door to tunnel <sup>to be</sup> made watertight.

The Owner's representative stated that the survey requirements would be completed at the first convenient opportunity, but they could not give any definite time yet.

M. S. Sudder.



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Lloyd's Register  
Foundation

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