

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS 31 DEC 1885

No. *4256*  
 No. in Reg. Book. *1031* on the *Iron S.S. "Brathadder"* Master *Russell*  
 Date, First Survey *2<sup>d</sup> Decy.* Last Survey *24<sup>th</sup> Decr.* 1885  
 (No. of Visits *14*)  
 TONNAGE:— Built at *Paisley* By whom *J. Fullerton & Co.* When *1883*  
 NET *148* Owners *J. Hay & Sons* Port belonging to *Glasgow*  
 GROSS *338* Owners' Address *Glasgow*  
 UNDER DE. *277* (if not already recorded in Appendix to Register Book.)  
 Surveyed *At* or in Dry Dock *—* Name of Dock *Ingles' slip* Destined Voyage *Coasting*  
 Length of Poop *—* ft.: of Forecastle *—* ft.: of Raised Or. Deck *—* ft.: Moulded Depth *—* ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)  
 Classified *100A.1.*  
 Last Survey, No. *6772* Port *Gls*  
 State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship. } in salt water *1* ft. *3 1/2* ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case. } in fresh water *1* ft. *3* ins.

## REPAIRS, OR EXAMINATION AS PER RULE

*Damage Repairs.*

It is stated that this vessel grounded and remained fast for 12 hours in Belfast Lough in July last, and the damage then sustained has been made good as follows:—

*Forward*, one garboard plate on each side renewed; the lower edge of one plate in B strake on the port side, and the upper edge of one garboard plate on the starboard side—faired in place; a few slack rivets in the keels of the frames renewed.

*Midships*, under the main hatchway, the keel and bottom being found set up about  $1\frac{1}{4}$  inches on a length of about 25 feet, and the floors and reverse frames in way of the same cracked or broken at the middle line and the side keelsons.

The following repairs have now been done: a length of bar keel removed, heated, faired and replaced; 3 garboard plates on each side removed, one of these on each side heated, faired and replaced, and the remaining 2 garboards on each side renewed. The bottom faired where set up. Also renewed—14 floors, 15 reverse frames from bilge to bilge, and 19 middle line keelson angle iron legs. These frames repaired where cracked slightly, with efficient doubling angle irons.

### PRESENT CONDITION OF THE

Decks <i>good</i>	Plank (Bottom) & Counter <i>good</i>	Ceiling <i>good</i>	Boats <i>p.l.o. good</i>
Waterways	Trunnels or Rivets	Rudder	Masts, Yards, &c.
Comings	Breasthooks & Stomoon	Windlass & Capstan	Condition, how ascertained <i>from dock</i>
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails <i>good</i>
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of <i>3 B. 1 B. 1 K.</i>
Plank sheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Wat'rways	Cables <i>said to be complete</i>
Sheerstrakes	Keelsons	Copper or V.M. (State if on Keel)	Hawsers & Warps <i>good and</i>
Topsides <i>Plating</i>	Clamps & Shells	When put on	Standing & Running Rigging <i>sufficient</i>
Wales			Hatches <i>good</i>
Engine Room Skylights <i>good</i>	Coal Bunker, Openings, Lids, &c. <i>good</i>	Scuppers <i>good</i>	Cargo & Main Hatchways <i>good</i>

### General Observations, Opinion as to Class, &c.:

*This vessel is now in good and efficient condition and is eligible in my opinion to remain as classed.*

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	6	6
Special Damage Fee (if any) (per Sec. 28)	£	:	:
Certificate (if required). See margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

received by me,  
*30/12/1885*

Committee's Minute

Character assigned

FRIDAY 1 JAN 1886

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

Lloyd's Register  
 Foundation



Three hold stanchions repaired. A length of the middle line keelson, also a length of each of the side and bilge keelsons on each side of the vessel, re-riveted. The cement removed in way of the damage repairs, the ceiling refitted and fastened. The bottom of the vessel cleaned and recoated.

The garboard plates named above as being renewed, are of mild steel of the thickness required for iron, and these have been tested as required by the Committee's Circulars at the manufacturers - the Parkhead Co.

G. Stanbury.