

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 31st May 1904 When handed in at Local Office 3rd June 1904 Port of Greenock
 No. in Reg. Book 812 Survey held at Greenock + Pt. Glasgow Date, First Survey 26th Jan 1904 Last Survey 28th May 1904
 on the ~~Wood~~ Iron or Steel S.S. Briardene (No. of Visits 43) Master J.S. Crowe

TONNAGE:—
 GROSS 2700.9 Built at Greenock By whom Scott & Co. When 1882 MONTH 2
 UNDER DEK. 1444 Owners A. Dickie Port belonging to Newcastle
 NET 1722 Owners' Address _____

Surveyed Afloat or in Dry Dock? Both Name of Dock J. Watt & Co. Clyde Basin Destined Voyage Ship Harbour N.S.
 WB=~~Coil~~DBa 90 feet; u&B _____ feet; _____ feet;
 total capacity 158 tons. FPT ✓ tons; APT ✓ tons; MT 34 feet 452 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 not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1</u>		<u>B.S. 1.03.</u>
<u>1.03.</u>		<u>+E.M.C.</u>
<u>S.S. Gls. No. 3-395</u>		<u>M.S. 11.99.</u>
<u>S.S. Npt. No. 1-99</u>		
Society's Freeboard (if assigned) as painted on Ship and now verified		<u>5</u> ft. <u>7</u> ins.

Last Report, No. 52672 Port Greenock

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 or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? ✓ also whether any damage report was made, and, if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR 2nd S.S. No. 3.

Vessel placed in dry dock. bottom cleaned, examined & repainted. Bunkers & holds cleared, all ceiling and sparring removed, and the floors, frames, bulkheads, stringers, keelsons and other ironwork, throughout vessel, examined and found in order. Fore and after peaks cleared and examined. The deep ballast tank and after ballast tank cleaned, examined and tested satisfactorily by water pressure. The main boilers were removed and renewed at this time and all parts in way of the stokehold examined. The chain cables ranged and examined. The mast wedges removed, and masts examined, also hand pumps, steering gear, general equipment and deck. The shell

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>
Faired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Fell.) When put on, Month Year
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>✓</u>
Caulking of Decks	State if Tanks have been examined inside <u>Yes</u>	Engine Room Skylights	When put on, Month Year <u>5</u>
Waterways	State if Tanks now tested <u>Yes</u>	Coal Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
Coamings	Bulkheads <u>Good</u>	Scuppers	Masts, Yards, &c. <u>"</u>
Beams & Fastenings	Ceiling <u>"</u>	Cargo Hatchways	Condition, how ascertained <u>By exam.</u>
Outside Plating	Cement on Asphalts (State which.) <u>"</u>	Hatches	(State if wedges removed) <u>Yes</u>
Caulking of ditto	Rudder <u>New</u>	Planking of Wood Vessels	Sails <u>Good</u>
Rivets	Windlass <u>"</u>	Caulking ditto	Equipment letter <u>W</u>
Breasthooks & Gatches	Have Pumps now been examined and found efficient? <u>Yes</u>	Treenails ditto	Anchors, No. of <u>3B 15 1K</u>
Transoms	Have Sluice Valves now been examined and found efficient? <u>None</u>	Breasthooks & Stemson ditto	Cables (State if now ranged) <u>Yes</u>
Frames	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto	" length <u>270 fms</u> size <u>1 1/2 x 1 1/4</u>
Reverse Frames		Timbers of Frame at openings ditto	" Rule length <u>2 1/2 fms</u> size <u>1 1/2 x 1 1/4</u>
Floors		Ditto ditto at other places ditto	Hawsers & Warps <u>Good</u>
Keelsons		Stringers, Clamps & Shelves ditto	Standing & Running Rigging <u>"</u>
		Salting (State if examined.) <u>✓</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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This vessel is now in a good and efficient condition and eligible, in our opinion, to remain as classed with record of surveys 5.04 and notations S.S. P. Gls. 2nd No. 3-5.04 and N.D. 04.

Office Fee (if chargeable) per Scale II., Sec. 27	Survey Fee (per Section 22)	Special Damage or Repair Fee (if any) (per Sec. 28.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for	Received by me
£	£ <u>10</u>	£ <u>1</u> Less 10% discount	£ <u>9</u>	£	<u>3/6</u> for <u>31/6</u> 1904	<u>A. Elliott</u>

Committee's Minute _____
 Character Assigned 100 A1 record 5.04
S.S. P. Gls. 2nd No. 3-5.04
 Glasgow - 6 JUN 1904
 HULL CERTIFICATE WRITTEN
 Lloyd's Register Foundation
 GRK 354-0178 (1/3)

Port of Greenock Continuation of Report No. 13956 dated 31st May 1904 on the

2
Iron S. S. "Briardene"

shell plating drilled in three sections, each side, and thicknesses found as under.

Strake	original thickness	forward		amidships		aft		Remarks
		Port	Starb.	Port	Starb.	Port	Starb.	
Sheerstrake	14 to 10	12	12	14	14	12	12	all measurements in $\frac{1}{16}$ ^{ths} of an inch
N. in	11 to 9	10	10	10 $\frac{1}{2}$	11	9 $\frac{1}{2}$	10	
M. out	12 to 9	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	12	10	10	
T. in	11	9	10	10	11	10	10	
K. out	12	10 $\frac{1}{2}$	11	11	11 $\frac{1}{2}$	10	11	
J. in	11	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10	10	9 $\frac{1}{2}$	11	
H. out	12	10	10 $\frac{1}{2}$	11	11	10	10	
G. in	11	9 $\frac{1}{2}$	10 $\frac{1}{2}$	11	10 $\frac{1}{2}$	9 $\frac{1}{2}$	9	
F. out	12	-	-	-	-	9	10	
E. in	11	-	-	-	-	9	8 $\frac{1}{2}$	

Repairs now done on acct. of wear & tear. — Rudder renewed as per attached photo tracing and report. Rudder trunk and starb. outer plate renewed. Five add. outside butt straps on port side & 4 on starb. side fitted. Two holes for old sea-cocks in stokehold, fitted with flush patches and with doubling pieces inside. After end of S.R. casing doubled in way of Freshwater pump. One bulwark plate, each side, at after end of Bridge, renewed, also a bracket plate fitted each side, attaching bulwark plating to M. Four Fclv. side plates, each side, renewed, also 5 frames on the starb. and one on the port side, to efficient butts. — In stokehold, nine intercostal plates on starb. side and 8 on port side, renewed in 2nd side keelson from M.L., on each side, also one intercostal plate, in 1st side keelson from M.L. on the starb. side. On account of the reverse bars in the stokehold being partly wasted, a fore & aft length of ^{bulb} angle bar 6" x 4 $\frac{1}{2}$ " x $\frac{7}{16}$ ", was fitted each side, betⁿ the main & Lr. decks and one length of T.B. angle bar 7" x 5" x $\frac{8}{16}$ " was fitted each side between the Lr. dk. stringer and bilge keelson. One web frame plate and face angles, each side, renewed. Ten rider plates, each side, fitted on double reverse frames. —

Two plates in after end of Bridge bhd, on starb. side and one, on port side, renewed. Doubling plate fitted on deck at port after corner of M.3 hatchway. Several rivets in F. Peak shell plating, renewed. Six brackets, each side, fitted in Fclv. tween dks., attaching frames to Lr. dk. stringer plate, on acct. of frames being thin, in way of Lr. dk. stringer plate. Several rivets in top and sides of tunnel, in way of thrust block recess, renewed. A number of slack rivets, in the several bulkheads renewed, also a few in the port & starb. side bunker angle stiffeners. After end plates of

Iron S. S. "Briardene"

of deep ballast tank renewed, where defective, and four tank top plates, at after end, doubled, and one renewed. Doors of deep ballast tank repaired. The margin plate, on each side, in way of No. 7th hold, doubled in several places, where thin.

The ^{main} deck plating, in each alloway, under Bridge, practically renewed, also several pieces of angle bar. The dk. plates in way of galley, renewed. The main deck planking renewed of 3 $\frac{1}{2}$ " p.p., also 18 planks on port side & 6 on starboard side of B^d deck. Bridge side plating doubled under sidelights where necessary. Hatches repaired. Hatchway coaming to spare bunker (cross), partly renewed on B^d dk. Steering gear overhauled & put in working order. New-hawse pipes fitted.

Alterations - The forecassle has now been raised to an height of 8ft., the beams, frames & reverse frames being fitted in accordance with the rules, and also to efficient butts, reverse frames or alternate frames. The new main boilers are single-ended in place of double-ended as formerly, and a reserve bunker has now been added, with a screen bulkhead fitted at the after end of deep tank bulkhead.

R. Elliott.