

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of Writing Report 31<sup>st</sup> May 1904 When handed in at Local Office 3<sup>rd</sup> June 1904 Port of Greenock  
 No. in Survey held at Greenock & Glasgow Date, First Survey 26<sup>th</sup> Jan<sup>y</sup> Last Survey 28<sup>th</sup> May 1904  
 Reg. Book. 812 on the Wood, Iron or Steel S.S. Briardene (No. of Visits 73) Master J.S. Crowe

TONNAGE:—  
 GROSS 2700.9 Built at Greenock By whom Scott & Co. When 1882 MONTH 2  
 UNDER DECK 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=CLUB DBa 90 feet; uE&B \_\_\_\_\_ feet; Garvel dry dock 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.

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.)

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>+L.M.C.</u>
<u>S.S. 26.703-395</u>		<u>M.S. 11.99.</u>
<u>S.S. 745.701-99</u>		
Society's Freeboard (if assigned) as painted on Ship and now verified		<u>5</u> ft. <u>7</u> ins.

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 2<sup>nd</sup> S.S. 703.

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	✓	✓	✓	✓	✓	✓	✓	✓
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓

  

PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Fell.)
Caulking of Decks	<u>Yes</u>	<u>✓</u>	When put on, Month <u>✓</u> Year <u>5</u>
Waterways	<u>Yes</u>	<u>✓</u>	Boats <u>Good</u>
Coamings	<u>Good</u>	<u>✓</u>	Masts, Yards, &c. <u>✓</u>
Beams & Fastenings	<u>✓</u>	<u>✓</u>	Condition, how ascertained <u>By exam.</u>
Outside Plating	<u>✓</u>	<u>✓</u>	(State if wedges removed <u>Yes</u> )
Caulking of ditto	<u>✓</u>	<u>✓</u>	Sails <u>Good</u>
Rivets	<u>✓</u>	<u>✓</u>	Equipment letter <u>W</u>
Breasthooks & Crutches	<u>✓</u>	<u>✓</u>	Anchors, No. of <u>3B 15 1K</u>
Transoms	<u>✓</u>	<u>✓</u>	Cables (State if new ranged) <u>Yes</u>
Frames	<u>✓</u>	<u>✓</u>	" length <u>270 fms.</u> size <u>1 1/2"</u>
Reverse Frames	<u>✓</u>	<u>✓</u>	" Rule length <u>24 fms.</u> size <u>1 1/2"</u>
Floors	<u>✓</u>	<u>✓</u>	" (per Table 29) <u>Good</u>
Keelsons	<u>✓</u>	<u>✓</u>	Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <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 survey 5.04 and notations S.S. P. Gls. 2<sup>nd</sup> 703-5.04 and N.D. 04.

Office Fee (if chargeable) per Scale II., Sec. 27 £

Survey Fee (per Section 28) £ 10

Special Damage or Repair Fee (if any) (per Sec. 28.) £

Travelling Expenses (if chargeable) £ 9

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Fees applied for,

3/6 1904

Received by me

8/10/04

8/10/04

For late Mr. Johnstone & self.

A. Elliott

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

Glasgow - 6 JUN 1904

100 H record 5.04

S.S. P. Gls. 2<sup>nd</sup> 703-5.04

HULL CERTIFICATE

WRITTEN

W. 11.04

© 2019

Lloyd's Register

Foundation

GRK 354-0178

(1/3)



Port of *Greenock* Continuation of Report No. 13956 dated *31<sup>st</sup> May 1904* on the*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 $\frac{1}{16}$ <sup>th</sup> of an inch
N. in	11 to 9	10	10	10½	11	9½	10	
M. out	12 to 9	10½	10½	10½	12	10	10	
L. in	11	9	10	10	11	10	10	
K. out	12	10½	11	11	11½	10	11	
J. in	11	10½	10½	10	10	9½	11	
H. out	12	10	10½	11	11	10	10	
G. in	11	9½	10½	11	10½	9½	9	
F. out	12	-	-	-	-	9	10	
E. in	11	-	-	-	-	9	8½	

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 Fcl. 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 2<sup>nd</sup> side keelson from M.L., on each side, also one intercostal plate, in 1<sup>st</sup> 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 <sup>thru</sup> angle bar 6" x 1½" x 7/20, was fitted each side, bet<sup>n</sup> the main & Lr. decks and one length of T.B. angle bar 7" x 5" x 8/20 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 Fcl. 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



Port of *Greenock*Continuation of Report No. 13956 dated 31<sup>st</sup> May 1904 on the

TUES. 7 JUN 1904

*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  $h^{\frac{1}{2}}$  hold, doubled in several places, where thin.

The <sup>main</sup> 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 starb. side of B<sup>r</sup>. deck. Bridge side plating doubled under sidelights where necessary. Hatches repaired. Hatchway coaming to spare bunker (cross), partly renewed on B<sup>r</sup>. dk. Steering gear overhauled & put in working order. New-hawse pipes fitted.

Alterations. — The forecastle 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.