

(Received at London Office TUES. 7 JUN 1904)  
 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  
 in Book. Survey held at Greenock + Pt. Glasgow Date, First Survey 26<sup>th</sup> June 1904 Last Survey 28<sup>th</sup> May 1904  
 (2) on the Machinery of the Wood, Iron or Steel S.S. Briardene Master J.D. Crobie  
 Gross 2760 Vessel built at Greenock By whom Scott & Co. When 1882 2  
 Net 1422 Engines made at Do. By whom Do. When 1882  
 Registered Power 363 Boilers, when made (Main) 1904 (Donkey) 1904  
 of Main Boilers 2 Owners A. Dickie Port Newcastle Voyage Ship Harbour  
 of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock J. Watt & Co. Clyde Basin and Gaird Dry Dock  
 Main Pressure 160 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Donkey Boilers 120

st Survey No. 2<sup>nd</sup> S.S. 7103 Port Greenock  
 Particulars of Examination and Repairs (if any) 2<sup>nd</sup> S.S. 7103

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now 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. 7103-395</u>		<u>M.S. 11.99.</u>
<u>S.S. 7101-99</u>		

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials and initials of any letters respecting this case.

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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? New boilers - see First Entry rpt.  
 " " " " " " new boiler. do.

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 165 lbs  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes.  
 Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boiler? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes.  
 Has the propeller shaft been drawn and examined at this time? Yes. If spare propeller shaft fitted, state whether new?

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft? 1/16"  
 If Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

All cylinders, pistons, slide valves, shafting (including screw shaft drawn inboard), pumps, condenser, propeller, sea-connections and their fastenings, examined.

Now done on account of wear & tear - The two main and one Donkey boiler renewed, as per First Entry report, also all main steam pipes. Funnel of main boilers renewed. Service donkey renewed. White metal in H.P. & L.P. go-ahead guide shoes, H.P. bottom end & No. 1 main bearing, renewed. Forward bidge hump, stern gland, fore condenser door, top half of after condenser door, aux steam valve to L.P. cyl. and feed pump suction and discharge chest, renewed. L.P. valve spindle neck bush renewed & gland rebushed. Pump link brasses renewed. 100 condenser tubes renewed.

General Observations, Opinion, and Recommendation: - This vessel's machinery is now in safe working condition and eligible, in our opinion, to remain as classed with records of +L.M.C. 5.04. and +N.B. 5.04.

Registration Fee (per Sec. 27) £ 3.10 Fees applied for 3/6/ 1904  
 Survey Fee (per Section 28) £ 7  
 Special Damage or Repair Fee (if any) £ 3.3/  
 Calling Expenses (if chargeable) £ 3.3/  
 Received by me, R. Elliott Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Glasgow - 6 JUN 1904  
 Committee's Minute + L.M.C. 5.04. + N.B. 5.04.  
 Signed R. Elliott A. Austin  
 N.D.B. 04.  
 GRK 354-0180  
 GRK 354-0181

\* Certificate to be sent to Lloyd's Register of Shipping and Machinery precisely as in the Register Book.

Screw shaft six con, all Agneses repaired  
 Large engine repairs effected.  
 New steam & Amberg boilers fitted.

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.

It is submitted that  
 this vessel is eligible for  
 THE RECORD.

LMC 5.04  
 NB. 5.04 WP. 160 780 lb  
 NB. 04 WP. 120 lb  
 MHP. 305-

*[Signature]*  
 28.02

*[Signature]*



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