

ADVISED TO

Barny

of CARDIFF.

28th. May 1920.

James Petres.

Ministry of Shipping, survey the steel screw steamer

"GOLDENFELS"

tons gross, of London, for the purpose of ascertaining the
condition of Hull and Equipment.

The vessel was built at Newcastle in 1911.

bered dimensions 468.3 x 58.4 x 32.6 (34'-9" moulded).

steel decks (upper deck sheathed with teak).

55 feet - Bridge 131 feet - Forecastle 57 feet.

1. bulkheads.

lar double bottom throughout, except in Boiler space.

peak tank, and tween deck tanks.

The vessel now examined in Mount Stuart Dry Dock, Cardiff,
Ord. April 1920 and subsequently) by the undersigned, in
y with Mr. H. Cambridge, representing Ministry of Shipping,
Captain Hall and Mr. Blackett Junr, representing the
ated Managers (British India S.S. Co., Ltd).

Certificates on board produced for examination and
as follows:-



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Freeboard Certificate Hamburg, 31.5.13.

Pass Certificate. Bremen, 3.6.13.

Barometer Certificates.

Compass Adjusting Certificates.

Register. Hamburg. 12.12.11.

Suez Canal Certificate., Hamburg, 12.12.11.

Set of documents originally on board (1911).

Ship Certificates.

Depth ranged. 270 fathoms 2.6/16.

Boats on board. 3 Bowers, 1 Stream, 1 Kedge.

Ropes and warps as necessary.

Lower anchor shackle pins now renewed, also a number of
links in chain cable.

Outside plating, stern frame, rudder etc, examined
found in good condition, except as stated), also decks,
mast, masts and rigging (from deck), casings, skylights,
valves, and general deck fittings.

Holds, tween decks and peaks examined, also Engine
boiler spaces, space under main boilers, coal bunkers
(where practicable), poop, bridge, and forecastle spaces.

Limbers lifted (and relaid) in Hold spaces.

No. 1, 2 & 3 W.B. tanks tested. Manhole lids rejointed.

W.B. Tanks, peak tank, and tween deck tanks not
examined internally, but reported in good condition.

Hold Bilge spaces cleaned and coated as necessary.

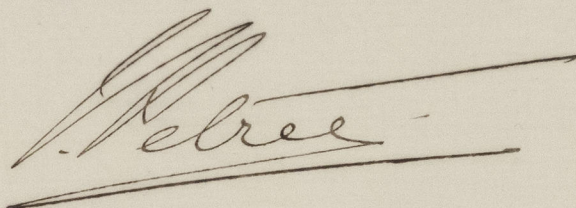
Close ceiling generally good, but requiring repair in
places (now done).

Cargo battens fitted in hold and tween decks.

Framing, beams and ironwork in holds, tween decks etc,
in good general condition, but fore hold and after hold
require cleaning and coating; also bilge spaces (now done).

Sundry collision damages have now been repaired, and
a painted.

So far as can be judged from inspection of the various
of the vessel now examined, I am of opinion that the vessel
is to be in a fit condition to run for a period of six
months.

A handwritten signature in dark ink, appearing to read "J. Petree", is written over two horizontal lines.

SURVIVOR TO LLOYD'S REGISTER OF SHIPPING.



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