

Belfast

January 24th 1896

James Cuperin

Messrs Potter Bros., and with
the consent of the Owners, survey the
P.R. "Golgorm Castle" of Belfast, 1887
Tons Register, J. H. Dwyer, at Master, in
order to ascertain the extent of damage
stated to have been sustained on the
24th Oct- 1894, through stress of weather
in the S. Pacific, when the Masts had
to be cut away to right the vessel, she
was then taken to the Falkland Islands,
where she was temporarily repaired and
jury rigged, and brought back to
Belfast for permanent repairs.

For further particulars as to cause of
damage see Captain's Log Book and
protest.

On examining the vessel on the
14th Nov- 1895, while lying in the Mile-
water Basin in this port, found the outer
bobstay bent, one rail stanchion at the
fore

end of forecastle on Starb^d side, the light
 screen plate and stay gone, and a temporary
 wood screen in its place; the ladder at after
 end of forecastle broken; a number of coys
 broken in two of the spin wheels of the
 windlass; seventeen bulwark stanchions
 on the Starb^d side between forecastle and
 poop started at the heels, and the cement
 in gutter waterway cracked in way of
 same; one deck plank damaged abaft
 main hatch on Starb^d side; the Starb^d
 life boat and gig gone, the after boat
 cant broken off close above main rail, the
 fore davit bent, and the boat chocks
 carried away; two freeing ports gone from
 the Starb^d side, and the fastenings of all
 the others more or less damaged on both
 sides; two pinion wheels of the fore halypard
 much broken; the margin plank on top of
 deck house on Starb^d side started; hand
 rail to poop ladder on Port side bent; two
 rail stanchions on Starb^d side of poop
 bent, three broken, one started, and the
 railing attached to same bent; the
 steering gear strained and port cover of
 same broken; and the after bumpten
 on Port side strained.

On the outside, found the first bul-
 work plate abaft the forecastle on Starb^d
 side.

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bent, and the topsides very dirty and badly rusted all fore and aft on both sides.

Recommended, that the vessel be dismantled, and the whole of the masts taken out, and that she be placed in graving dock for further survey.

On again examining the vessel in the Alexandria graving dock in this port on the 3rd Decr 1895, and also the masts and spars on this and various subsequent occasions, found one plate in Collision on Port side under the Mizzen Mast indented, and the bottom scrubbed in way of same, and also on the Starb^d side; also found the Fore and Main topmasts both broken and partly cut off about eight feet above the lower topmast yards, the hoop on the end of the Mizzen topmast drawn down on one side, and the wood pole broken off close above the hoops; the eye on sling hoop on Main Yard much bent, four jack stay eyes broken and the rods badly bent; the eye on sling hoop of Fore yard slightly bent, one eye gone from hoop on yard arm, two jack stay eyes broken, the rods bent and one end sling gone.

The Fore and Main. Lower topsail yards, and all masts and yards above these, together with the sails and rigging, attached to same - stated to have been all carried or cut away, were found replaced with those of a jury and temporary nature, with which the vessel returned to this port.

It was then recommended that the Outer bristoy and fore-castle rail stanchion be straightened; the Starboard light screen and stay, and ladder at after end of fore-castle be replaced with new; the windlass overhauled, new parts fitted where required, and made efficient; the Cement in gutter waterway removed in way of the starboard bulwark stanchions, the waterway tested by flooding, the rivets in heels of stanchions carefully tested and removed where required, and the waterway re-cemented; that the damaged deck plank be renewed, a new life boat and a new gig supplied, the after boats davit welded and refitted, and the fore davit straightened, and the boats chocks and fittings all made good; two freeing ports renewed, and all the others overhauled and repaired where necessary; the hand rail to poop ladder faired. The two

wheels to the halyard which replaced with
 new; the margin plank to deck house
 fastened and recaulked; the rail stan-
 chions and railing on Starb^d side of poop
 repaired; the steering gear overhauled
 and put in efficient condition, and the
 cover of same, and after bumper refitted;
 that the line bulwark plate on Starb^d
 side forward be fixed in place, and the
 topsides thoroughly cleaned and re-
 painted all fore and aft on both sides.

Also recommended that the plate in
 @ stroke be fixed in place, and a
 doubling plate fitted over same from
 frame to frame inside, and the same
 made good; the rudder lifted and
 joints examined, and the bottom re-
 coated; that the heads of the fore and
 main masts be cut off about fifteen
 feet from the hounds, and cheeks, binnacle
 trees, tops, and caps fitted to same;

that new fidded steel fore and main
 topmasts, and upper and lower topsail
 yards, be made and fitted; and that
 the rest of the masts and yards above
 these be replaced with pitch pine, using,
 so far as practicable, the spars that
 were supplied abroad; that the hoop
 on head of main mast be set in position,

refastened, and a new wood pole fitted,
 the sling eyes to Fore and Main yards
 joined, the jack stay eyes and rods re-
 paired, and plug renewed, and further
 recommended, that all rigging screws,
 standing and running rigging, blocks
 and sails, be overhauled, replaced with
 new where necessary, and made good
 throughout, and that all new and dis-
 turbed work be painted so as to place
 the vessel in as good and efficient con-
 dition as she was in before the damage
 occurred.

The above recommendations have
 been complied with.

Fee L.P.O.

Less 10% 17.0
£7.11.0

James Curpin



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