

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 32** Survey held at *Philadelphia* Date, first Survey *May 19* Last Survey *June 2nd 1879*
543 on the *Iron S.S. "Golden Horn"* Master *Robert Valder*
 TONNAGE under Tonnage Deck Built at *Northport* When built *1865*
 Ditto of Spar Deck, or Avoing Deck Owners *Wm Gray & Co* Port belonging to *Northport*
 Ditto of Poop Residence *West Northport*
 Ditto of Raised Qr. Dk. By whom built *Deinton* Destined Voyage *Hull*
 Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *Afloat Dock 38 South Wharves Philad.*
 Gross Tonnage *1585*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St mer, cut on Bm. *1074*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *90 A 1*
 Last Survey, No. *21576* Port *Iron* *Classed* *ss No 3-73* *8.78*
ss No 1-78

REPAIRS, OR EXAMINATION AS PER RULE

This vessel being homeward bound from the Port of Baltimore, and at Sea 80 miles to the eastward of Cape Henry, in a heavy fog, collided with the German Ship "Aurica", and came to this Port for Survey and repairs.

It was found that the upper part of stem was carried away from the lower part, at the scarf at 15 feet line, and badly bent and twisted, and torn away from bow and bulwark plating from 15 feet line up to top of stem. The lower part of stem was also badly bent at scarf. The anchor davits were broken and badly bent. Bat and anchor hooks broken. Slushions, rail and chains on top gallant forecath, and stops for davits broken. Hankboard hump pipe broken at flange. Plank sheer around top gallant forecath broken in part.

Present Condition of the					
Keels	<i>Good</i>	Treenails	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>Do</i>	Breasthooks and Stemson	<i>Good</i>	Pumps	<i>Do</i>
Omings	<i>Do</i>	Transoms, Pointers, and Crutches	<i>Do</i>	Boats	<i>Do</i>
Upper Deck Beams & Fastenings	<i>Do</i>	Timbers of the Frame at the openings	<i>Do</i>	Masts, Yards, &c.	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Do</i>	Ditto Ditto at other places	<i>Do</i>	Condition, how ascertained	<i>Inspection</i>
Planksheers	<i>Do</i>	Keelsons	<i>Do</i>	Sails	<i>Do</i>
Sheerstrakes	<i>Do</i>	Clamps and Shelves <i>as far as seen</i>	<i>Good</i>	Anchor No. of	<i>five</i>
Topsides	<i>Good</i>	Ceiling	<i>Do</i>	Cables	<i>Good</i>
Wales	<i>Do</i>	Rudder	<i>Do</i>	Hawsers and Warps	<i>Do</i>
Plank (Bottom) and Counter	<i>Do</i>	Copper	<i>Do</i>	Standing & Running Rigging	<i>Do</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>
Scuppers	<i>Good</i>				

General Observations, Opinion as to Class, &c. *The repairs of damages to this vessel has been done under my direction and supervision, and to my satisfaction, I have given the master a certificate on the Society's printed form, that the vessel is in a good and sturdy condition, and fit to carry dry and perishable goods to her present Port of destination, then to be decked for further examination.*

The Amount of Entry Fee ... *£ 3-05-0* received by me, *June 2, 1879*
 Special ... *£ 26-03-0*
 Certificate (if required) ... *£ 0-05-0*
 (Travelling Expenses, if any, £ ...)

Committee's Minute *17th June, 1879.*

Character assigned *Deficient*
written to Hull Ld 28/6/79
to both the 28/6/79

Wm. Archbold
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Fore Mast carried away in way of eyes of Rigging, (the fracture showed the Mast to have been rotten), Fore top Mast Sprung, Main top gallant Mast carried away above eyes of Shrouds, Mast not in service, Fore top Mast Stay (wire rope) half worn out and unfit to splice, found Fore top gallant Stay, three fourths worn out and unfit to splice, found all the Standing Rigging in good condition, all the Splees and eyes under the Seizing, having been stripped for inspection, all the Lanyards cut and destroyed, found the iron work of Spars more or less warped, bent, broken and some missing, found the Blocks loose and thimble ditto, ditto, found the sails injured considerably, the Running Rigging, very much cut up, and a good portion of it missing.

The following repairs have been made to this vessel, A new Spruce foremast 70 feet long and 22 inches diameter, New fore top Mast (and top gallant in one) of Spruce 45 feet long, and 22 inches diameter, All the Standing Rigging, stripped and reserved in the eyes and Splees, New fore and fore top Mast Stays, New end Splees on fore Stays, all new Lanyards to Standing Rigging, all the iron work of Spars and Rigging repaired, Blocks repaired, Sails ditto and bent Running Rigging replaced with five coils of new rope, Wood work on Starboard rail and Bulwarks, and top galley fore Castle repaired.

Two of the Old plates on port bow and nine plates on Starboard bow were removed (being all broken or cracked more or less and of very inferior iron) and replaced with new plates, The upper part of Stem was removed, heated and ^{upset} back into original shape, and replaced, (This iron was found to be of superior quality), A charcoal fire was built around the scarf of lower part of Stem, and the scarf got back into shape.

I have omitted to state in the proper place, that enough of the Cargo was discharged to lighten the vessel forward, so that the repairs could be done on floating Hogs, and as the vessel was found perfectly tight when lightened, it was considered unnecessary to discharge all of the Cargo and place the vessel in a dry Dock.

Wm. Ansell
Surveyor.