

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

TUES. 3 APR 1894

Date of writing Report April 2 1894 When handed in at Local Office

Port of London

No. in Reg. Book. Survey held at London.

Date, First Survey March 19 Last Survey March 30 1894

348 on the Machinery of the Wood, Iron or Steel

S.S. "GOLFER"

Master Miller

Tonnage { Gross 377 Net 189

Vessel built at Aberdeen.

By whom J. Duthie Sons & Co.

When 1891. 10

Registered Horse Power 60

Engines made at Dundee.

When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers 1

Owners R. Thomson.

Port London.

Voyage Coasting.

Steam Pressure in Main Boilers 160 lbs

If Surveyed Afloat or in Dry Dock Brown Dry Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned for Special Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A.I.	11. 93.	✠ L.M.C. 10. 91.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Completed.
Examined propeller, stern bush, propeller shaft & sea connections, also at Supr. Engineers request examined intermediate shaft, in which a slight longitudinal flaw was found; on examination this flaw was found to be very slight & not of any consequence. The stern bush was very much worn, this has now been renewed & the shafting lined up.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now as far as seen in good & safe condition & in my opinion the vessel is eligible to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

*State if Certificate is required

Committee's Minute

Assigned As now

TUES. 10 APR 1894

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



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LON701-0437

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to

16-LRPH—Form No. 9—Transfer Ink—5,000/12/10/93.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

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 cause it to show through to the other side.

On acct of wear
a slight repair was effected
to the Machinery

N.A.
9.4-94

