

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report **24/5/97** When handed in at Local Office **24/5/97** Port of **London**
 No. in Reg. Book. **376** Survey held at **London** Date, First Survey **13 May 97** Last Survey **20 May 1897**
 on the **Wood, Iron or Steel** **S.S. Golfer.** (No. of Visits) **1** Master **Osborne**

TONNAGE:— Built at **Aberdeen** By whom **J. R. Duffie & Co** When **1891-10**
 GROSS **377** Owners **R. Thompson** Port belonging to **London**
 UNDER DK. **299** Owners' Address
 NET **188** (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock **Dry Dock** Name of Dock **Canal Dock** Destined Voyage **Middlesex**
 WB=CellDBorDBa feet; uE&B feet; f feet; f
 total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. **58259** Port **Cardiff**

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Damage.**

This steamer was reported to have grounded outside Bowland Wharf & bow fell against wharf bending bow rails & sheer plate etc. Decr 4th 1896 on January 5th 1897 at "Wells by Sea" vessel ran aground in towing off wharf at 7.40 pm and again off the life boat house at 8.20 remaining fast with a heavy list to port, and was eventually got afloat on January 19th 1897. after having been stranded about 15 days.

on March 24th 1897 in going into the West Gate Dock at Cardiff collided with the pier head on the port side on May 6th 1897. on leaving Deadmans Dock, London collided with a barge indenting plate on port side under the sole pipe forward.

Continued.

MARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	1							Cement repaired
Faired or Repaired ...	3	1	1					

PRESENT CONDITION OF THE	Timber of Frame at the openings.	Rudder.	Hatches.
Good	Good	Good	Good
Ways	ditto at other places	Windlass & Capstan	Boats
Keelsons		Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Stringers, Clamps & Stiffs		Have Sluice Valves now been examined and found efficient?	Condition, how ascertained
Sailings		Have Watertight Doors now been examined and found efficient?	(State if redges removed)
Ceiling		Dblg. Plates under Sounding Pipes	Sails
Cement on Deck		Engine Room Skylights	Equipment letter
Anchor (State if now tested.)		Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
Caulking of Bot'm, D'k, & Wat'rw'ys		Scuppers	Cables (State if now ranged)
Copper, or Plating		Cargo & Main H'tch'w'ys	length size
When put on, Month			Rule length size
			(per Table 22)
			Hawsers & Warps
			Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey
 Lon 5/97

Fees applied for, **24/5 18.97**
 Received by me, **25/5 18.97**
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute **TUES 25 MAY 1897**
 Character assigned **100 A1**



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Lloyd's Register Foundation

LON 712-0430 1/2

Port of

London

Continuation of Report No.

dated

May 1897

on the

S/S. Golfer

Damage Repairs

This steamer was placed in Canal Dry Dock and the bottom examined cleaned & recoated.

The loose hatches in the close ceiling in the holds lifted, also stoke hold flooring. The dirt & water removed and the cement floors and framing examined for rats. The cement repaired where found necessary. Ceiling refitted also pipe casings where disturbed.

The indented & badly scored plate above bulge on the port side amidships removed and renewed. The adjacent plate below fared in place. One frame & one stringer angle fared in position. An indented plate in E stroke on the port side forward fared in place & strengthened by a back plate.

a damaged plate on port bow forming transverse bulk fared in position also rails & stanchions.

The stock of the port lower anchor removed straightened & refitted.

One two pillar repaired & refitted on port side of main hatchway.

Wear & Tear Repairs:—

The ceiling repaired about 350 ft renewed & about 450 ft of cargo battens.

The hatches overhauled 14 made good.

Edward H. Turner