

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *202040* No. *13856* Survey held at *St. Shields* Date, first Survey *20th Jan'y* Last Survey *18th Feb'y 1878*
on the *Iron S.S. "Kelloe"* Master *J. Funn*
TONNAGE under Tonnage Deck *500* Built at *Newcastle* When built *1866* YEAR. MONTH. *Jan'y 30*
Ditto of Spar Deck, or Awning Deck *501* Owners *J. Young, Shiloh & Co.* Port belonging to *Londonderry* *Feb'y 4*
Ditto of Poop *501* Residence *32 Great St. Helen's, London.* *12*
Ditto of Raised Qr. Dk. *501* By whom built *Laing* Destined Voyage *J. Young's dock and afloat.* *15*
Ditto of Houses on Deck *501* If Surveyed Afloat or in Dry Dock *J. Young's dock and afloat.* *18*
Ditto of Forecastle *501*
Gross Tonnage *501*
Crew Space, as per Rule *501*
Register Tonnage, cut on Beam *501*
Engine Room *501*
Reg. Tons as St'mer, cut on Bm. *501*
Length of Poop *501* ft. Ditto, Forecastle *501* ft. Ditto, Raised Quarter Deck *501* ft. Years assigned. Character in Register Book.

Last Survey, No. *13481* Port *Iron* Classed *10.74.*

REPAIRS, OR EXAMINATION AS PER RULE *S.S. No. I.*

The ceiling renewed from the tank tops, and from other parts as per Rule; one plate at after end of fore tank renewed; the manhole doors removed and inside of tanks examined & the cement made good where required; the whole interior of the vessel, including peaks and bunkers now clipped or scraped and painted; the bottom outside scraped and painted; the tank tested as per Rule and found tight and satisfactory; a large portion of the ceiling renewed with Battic fir, and the remainder Melaid; ~~the hatch covers renewed~~; the hatches partly renewed; some general repairs about deck effected, and the vessel generally put into good and efficient condition.

Present Condition of the					
Decks	<i>good</i>	<i>Chimneys</i>	<i>good</i>	<i>new</i>	<i>good</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Windlass and Capstan	<i>good</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Pumps	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Boats	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	<i>Ditto</i> Ditto at other places	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	Condition, how ascertained <i>exa from deck</i>	
Sheerstrakes	<i>do</i>	Clamps and Shells	<i>do</i>	Sails	<i>Sufficient</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>	Anchors No. of	<i>do</i>
Wales	<i>do</i>	Rudder	<i>do</i>	Cables	<i>do</i>
Plank (Bottom) and Counter	<i>do</i>	Copper When put on		Hawsers and Warps	<i>do</i>
Engine Room Skylights <i>good</i>		Caulking of		Standing & Running Rigging	<i>do</i>
Coal Bunker, Openings, Lids, &c. <i>good</i>		Bottom, Deck, & Waterways	<i>good</i>		
General Observations, Opinion as to Class, &c.					

I am of opinion that this vessel is now in good and efficient condition, eligible to remain as classed, and to be marked S.S. Shl No 1-70.

The Amount of Entry Fee ... £ ... received by me, *Young R. Reed*
Special ... £ ... *22nd Feb'y 1878*
Certificate (if required) ... £ ...
(Travelling Expenses, if any, £ ...)
Committee's Minute *26th February, 1878.*
Character assigned *10.74.*
DRW S.S. No 1-70
Lloyd's Register
Foundation
IRON 476-0211