

# REPORT of SURVEY for REPAIRS, &c.

No. *27191* Survey held at *Burtonhead* Date, first Survey *Sept 11* Last Survey *Sept 15* 18*80*  
 Reg. Book. *234* on the *Iron S.S. "Pelaw"* Master *Sharp*

Official Number *3572*  
 Tonnage under Tonnage Deck *694*  
 Ditto of Spar Deck, or Avoing Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *753*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as S'mer, cut on Bm. *553*  
 Built at *Tunderland* When built *1868* - *70*  
 Owners *Commercial Ste. Sh. Co. Ltd* Port belonging to *London*  
 Residence *32 Great St. Helens - London*  
 By whom built *Laird* Destined Voyage  
 If Surveyed Afloat or in Dry Dock *In Messrs Crovis dry dock*  
 (State Name of Dock)

Length of Poop *—* ft. Ditto, Forecastle *30* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. *95-A-1* Character in Register Book. *11 H.A. N-2-70*

Last Survey, No. *27528* Port *Liverpool*  
 REPAIRS, OR EXAMINATION AS PER RULE *Through damage by grounding*  
 Cause of Repairs to be clearly stated. *Lloyds M.C. 4.79*

*Now done - Two plates renewed and two plates taken off, repaired and refitted, and as compensation joint pieces of angle iron 4 feet long and same size as the reverse frames have been fitted at the inner edge of the frames (4 ins) where fractured - all on Starboard side in main hold, and the bottom scraped and painted.*

*The water ballast tank in main hold tested by water pressure*

Present Condition of the Decks <i>Good</i>	<i>Treenails</i> <i>Good</i>	Windlass and Capstan <i>Good &amp; efficient</i>
Waterways <i>"</i>	Breasthooks and Stems <i>"</i>	Pumps <i>"</i>
Comings <i>"</i>	Transoms, Porters, and Crutches <i>"</i>	Boats <i>"</i>
Upper Deck Beams & Fastenings <i>"</i>	Timbers of the Frame at the openings <i>"</i>	Masts, Yards, &c. <i>"</i>
Lower Deck Beams & Fastenings <i>"</i>	Ditto Ditto at other places <i>"</i>	Condition, how ascertained <i>See pen deck</i>
Planksheers <i>—</i>	Keelsons <i>"</i>	Sails <i>"</i>
Sheerstrakes <i>"</i>	Clamps and Shells <i>—</i>	Anchors No. of <i>Good</i>
Topsides <i>"</i>	Ceiling <i>"</i>	Cables <i>"</i>
Wales <i>"</i>	Rudder <i>"</i>	Hawsers and Warps <i>"</i>
<i>Plates</i>	Copper (or Y.M.) <i>Pen</i> When put on <i>69</i>	Standing & Running Rigging <i>Efficient</i>
<i>Plank</i> (Bottom) and Counter	Caulking of Bottom, Deck, & Waterways <i>Good</i>	Hatches <i>Good</i>
Engine Room Skylights <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Scuppers <i>Good</i>
General Observations, Opinion as to Class, &c.	Cargo and Main Hatchways <i>Good</i>	

*This Vessel is now in good condition and in my opinion eligible to remain as Classed -*

*Damages Survey 3:3:0*  
 The Amount of Entry Fee ... £ : : received by me, *W. H. Wheeler*  
 Special ... £ *1:1:0* 18*80*  
 Certificate (if required) to be sent as per margin... £ : :  
 (Travelling Expenses, if any, £)  
 Committee's Minute *Liverpool Sept 17 1880*  
 Character assigned *95-A-1*



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David

1911



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Lloyd's Register  
Foundation