

REPORT of SURVEY for REPAIRS, &c.

No. *95* Survey held at *London* Date, first Survey *25th May 1881*
Reg. Book. *on the S.S. "Kelloe"* Master *L. Spence*
TONNAGE under Tonnage Deck *500* Built at *Sunderland* When built *1866* YEAR. MONTH. *4*
Ditto of Spar Deck, or Awning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *501* Owners *J. Young, Ehlers & Co* Port belonging to *London*
Official Number *501* Residence
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St^rmer, cut on Bm. *340* By whom built
Destined Voyage *Shields*
If Surveyed Afloat or in Dry Dock *Limekiln dyk & Afloat*
(State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *8* Character in Register Book. *A 1 8.80*
Last Survey, No. *from* Port *27937* Classed *S.S. No. 3. 74 S.S. No. 1. 78*
REPAIRS, OR EXAMINATION AS PER RULE *for S.S. No. 2*

Cause of Repairs to be clearly stated.

Feeling lifted from top of tanks. Tanks examined and tested as per Rule - in fore hold ceiling equal to 4 stakes on each side removed Examined and found in good condition. Cables cauped out and mudlars Examined on removal of part wood lining & found good. Ends also exposed. Cleared inside and painted several rivets renewed in edges & bulks in flat of bottom on both sides

Present Condition of the Decks	<i>Good</i>	<i>Greenails</i>	<i>Rivets</i>	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>—</i>	Breasthooks and Stemson	<i>—</i>	<i>—</i>	Pumps <i>2 ho</i>	<i>—</i>
Comings	<i>—</i>	Transoms, Pointers, and Crutches	<i>—</i>	<i>—</i>	Boats <i>3 ho</i>	<i>—</i>
Upper Deck Beams & Fastenings	<i>—</i>	Timbers of the Frame at the openings	<i>—</i>	<i>—</i>	Masts, Yards, &c.	<i>—</i>
Lower Deck Beams & Fastenings	<i>—</i>	Ditto Ditto at other places	<i>—</i>	<i>—</i>	Condition, how ascertained	<i>Exam^d</i>
Planksheers	<i>—</i>	Keelsons	<i>—</i>	<i>—</i>	Sails	<i>Good</i>
Sheerstrakes	<i>—</i>	Clamps and Shells	<i>—</i>	<i>—</i>	Anchors No. of <i>2 B. 15 & 2 K</i>	<i>Good</i>
Topsides	<i>—</i>	Ceiling	<i>—</i>	<i>—</i>	Cables <i>210 fms</i>	<i>Good</i>
Wales	<i>—</i>	Rudder	<i>—</i>	<i>—</i>	Hawsers and Warps <i>4 ho</i>	<i>—</i>
Plank (Bottom) and Counter	<i>—</i>	Copper (or V.M.) <i>Cement</i> When put on <i>1866</i>	<i>—</i>	<i>—</i>	Standing & Running Rigging	<i>—</i>
Engine Room Skylights	<i>Good</i>	Caulking of Bottom, Deck, & Waterways	<i>Good</i>	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	<i>Good</i>	Hatches	<i>Good</i>

General Observations, Opinion as to Class, &c.

She is now in good condition and eligible in our opinion to remain as Classed and marked S.S. No. 2. 81

The Amount of Entry Fee ... £ ... received by me, *C.H.P.*
20/11/81 Special ... £ *3* : *3* : *—* 1881

Certificate (if required) to be sent as per margin... £ : *5* : *—*

(Travelling Expenses, if any, £)

Committee's Minute

Tuesday, June, 21st 1881.

Character assigned

A 1
S.S. No. 2-81

ROBT. EDM. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

Wm. C. Davy
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