

REPORT of SURVEY for REPAIRS, &c.

No.

No. in Survey held at *London*  
Reg. Book. *218* on the *Iron Steamer Pelaw*

Date, first Survey *Sept. 28*  
(No. of Visits)

Last Survey *Oct. 10* 1882

Master *M. Montney*  
YEAR. MONTH.

Official Number  
TONNAGE under Tonnage Deck *694*  
Ditto of Spar Deck, or Awaiting Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *793*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St' mer, cut on Bm. *593*

Built at *Aberland* When built *1869*  
Owners *Commercial Steamship Co. Ltd* Port belonging to *London*  
Residence *Office 32 Great St. Helens London*  
By whom built *J. Loring* Destined Voyage *London*  
& Surveyed Afloat or in Dry Dock *London Wharf and Dry Dock*  
(State Name of Dock)

Length of Poop *30* ft. Ditto, Forecastle *30* ft. Ditto, Raised Quarter Deck *30* ft. Years assigned. Character in Register Book.

Last Survey, No. *15707* Port *New*  
REPAIRS, OR EXAMINATION AS PER RULE *for S.S. No 3.* Classed *S.S. No 2. 78* *95 A.1*  
Cause of Repairs to be clearly stated. *12. 81*

This vessel was placed in dry dock; all close working in the hold removed, coal bunkers cleared, and all oxidation removed from the surfaces of plating. Floors &c. The shell plating drilled at places & found to be of the required thickness. The chain cables ranged and spars & equipment examined. Water ballast tanks tested to the required height & found to be tight. Spar deck the bottom preserved. The rudder lifted & braces bushed. The wood linings of fore-castle removed, and fore peak cleaned and cement coated. Stills caulked throughout. Tunnel plating renewed where found defective. A new hold beam and the angles of others repaired & rudder plates fitted. A new after hatchway made properly framed & fitted with solid hatches. Main beam engine repaired and the rudder plate extended. And beam rollers fitted and repaired where found necessary, and the keeling relaid.

Present Condition of the  
Decks *good* Transoms *fair* Windlass and Capstan *good*  
Waterways *do* Breasthooks and Stemson *do* Pumps *do*  
Comings *do* Transoms, Pointers, and Crutches *good* Boats *do*  
Upper Deck Beams & Fastenings *do* Timbers of the Frame at the openings *do* Masts, Yards, &c. *do*  
Lower Deck Beams & Fastenings *do* Ditto Ditto at other places *do* Condition, how ascertained *Examination*  
Planksheers *some* Keelsons *do* Sails *complete*  
Sheerstrakes *do* Clamps and Shelves *do* Anchors No. of *3. 10. 2 1/2*  
Topsides *do* Ceiling *do* Cables *complete & good*  
Wales *do* Rudder *do* Hawser and Warps *good*  
Plank (Bottom) and Counter *do* Copper (or Y.M.) When put on *-* Standing & Running Rigging *good*  
Engine Room Skylights *good* Coal Bunker, Openings, Lids, &c. *good* Scuppers *good* Cargo and Main Hatchways *good* Hatches *good*

General Observations, Opinion as to Class, &c. *Being in good condition and the requirements of the Rules for Special Survey for 3 having been complied with we are of opinion this vessel is eligible to remain as classed and marked in the Register Book S.S. No 3. 82*

The Amount of Entry Fee ... £ ... received by me, *A. J.*  
Special ... £ *6 : 6 : 0* 9. Nov 1882  
Certificate (if required) to be sent as per margin... £ *- : 5 : -*  
(Travelling Expenses, if any, £ ...)  
Committee's Minute *20/10/02 18*

Character assigned *95 A.1*  
*S.S. No 3-82*  
ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

