

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office,

No. 92 on the Iron S.S. "Kelloe" Date, First Survey April 12th Last Survey April 30th 1884
Reg. Book. London Master J. Spence
Tonnage under Tonnage Deck 500 Built at Sunderland When built 1866
Ditto of Spar Deck, or Avoning Deck 501 Owners J. Young & Co Port belonging to London
Ditto of Poop 501 Residence Lairg
Ditto of Raised Qr. Dk. 501 By whom built Lairg Destined Voyage Line Kilm Dry Dock & afloat
Ditto of Houses on Deck 501 If Surveyed Afloat or in Dry Dock Line Kilm Dry Dock & afloat
Ditto of Forecastle 501 (State Name of Dock)
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. 340

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Qr. Deck ft.

Last Survey, No. 43676 Port London S.S. Sld No 3-74 S.S. Low No 2-81 Classed 2, 84

REPAIRS, OR EXAMINATION AS PER RULE

(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 to be separate from Repairs from other causes.)

Society's Freeboard (if assigned) as painted on Ship in salt water
in fresh water

State dates of any letters respecting this case

MOULDED DEPTH of Ship, if not yet recorded in Register Book

This vessel has now been placed in Dry Dock the bottom cleaned and examined, all oxidation removed inside and outside holes drilled in the plating in various parts, the whole of the close ceiling removed off the double bottom and at other parts of the hold, examined and found good. The Windlass unhooked wood linings sufficiently stripped off & examined, the spindle port side refitted and the wood linings renewed. The spars examined, and the chain cables ranged and found 210 fathoms.

Four plates on Starboard Side Amidships (indented) taken off, made fair and replaced, 1 reverse frame (broken) cut and renewed with stronger angle iron, bunker stays taken down straightened and replaced, the rivets cut out of 4 reverse frames and the frames made fair, and 4 frames faired without P.L. Over

Present Condition of the

Decks	Good	Freeboards or Rivets	Good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	Examined
Planksheers	"	Keelsons	"	Sails	Sufficient
Sheerstrakes	"	Clamps and Shelves	Stringers	Anchors	No. of 3 B, 1 S & 2 K
Topsides	"	Ceiling	"	Cables	210 fathoms
Wales	"	Rudder	"	Hawsers and Warps	Sufficient
Plank (Bottom) and Counter	"	Copper (or Y.M.) When put on	"	Standing & Running Rigging	"
Engine Room Skylights	Good	Cement (if Iron Ship) Cemented 1886	"	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Caulking of Bottom, Deck, & Waterways	Good	Hatches	Good
Scuppers	Good				

General Observations, Opinion as to Class, &c.

This vessel is now in good and efficient condition and eligible in our opinion to remain as classed with record of S.S. Low No 3-84 in the Register Book.

Entry or Registration Fee ... £ 3 : - : -

Survey Fee (per Section 28) ... £ 5 : 5 : -

Special Damage Fee (per Section 28) £ : : -

* Certificate (if required) ... £ : 5 : -

Travelling Expenses (if any) ... £ : : -

Second Surveyor's Fee (if any) ... £ : : -

Committee's Minute

Character assigned

FRIDAY 23 MAY 1884

S.S. No 3-84

Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register Foundation

43807. Jar

without disturbing the rivets in the reverse frames, one new bracket
knee to hold beams, and a joint cover or bottom piece fitted to a
fractured frame angle iron, several beams in hold straightened and
the angle iron on the top renewed, - a few rivets in the bottom
taken out and renewed where considered necessary.

The tanks examined and tested and the ceiling relaid after
coating the double bottom top with Stockholm Tar and Cement.
Cement in the bottom repaired where necessary, and the iron
work above inside and outside recoated with Paint, - the deck
repaired with about 650 feet of new - and the Foremast
new. -

J. W. Miles.
W. B. C. Dacey