

REPORT of SURVEY for REPAIRS.

Lengthened 47 feet amidships Rec 18/11/72

No. in Reg. Book. **No. 4151** Survey held at *Hull & Ryde* Date, first Survey *19th July* Last Survey *13th Nov 1872*

on the *Iron Steamer "Henzaleh"* Master *Inch*

664 Tonnage *1618* built at *Stockton* When built *1870*

By whom built *Pearse* Owners *Nelson & Co*

Port belonging to *London* Destined Voyage *India*

If Surveyed Afloat or in Dry Dock *At Humphreys & Sons Slipway & Afloat in the Victoria St. Hall & North Quay*

Last Survey, No. *9094* Port *Iron* Classed *A 1*

Em 70. H.C. 70. 130 HP *Iron* *Spaw beaked* *6.71*

REPAIRS, &c.

Now done - The vessel thoroughly cleaned down inside for gunnery & top of tank also main hold covered with tarpaulin and tanks cleaned out cement in perfect condition - Survey No. 1

Lengthened 47 feet amidships in accordance with Section
Enclosed - viz 27 frames - 13 Beams to upper and main deck, and
two double Beams with plate on top and one single Beam in
 lower hold - upper and main deck properly shifted into the
 old ~~port~~ with ~~plate~~ *plate* ~~new~~ *new* deck caulked as also decks
 where required - Ceiling up to Bilge at new part of ~~Elm~~ *Elm* & ~~plate~~ *plate*
 pine ~~thence~~ *thence* to deck with battens - Flat of new part
 cemented and the remainder of the plating old & new painted
 outside and inside - Engines & Boilers thoroughly overhauled

Present Condition of the

Decks	<i>Good</i>	Transoms	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Pumps	<i>Good</i>
Comings	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>4 in No</i>
Upper Deck Beams & Fastenings	<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained	<i>Good</i>
Planksheers	<i>Good</i>	Keelsons	<i>Good</i>	Sails	<i>Good</i>
Sheerstrakes	<i>Good</i>	Clamps and Shelves	<i>Good</i>	Anchors	<i>No. of 2 heavy 4 in & 2 No. 1</i>
Topsides	<i>Good</i>	Ceiling	<i>Good</i>	Cables	<i>Unwired</i>
Wales	<i>Good</i>	Rudder	<i>Good</i>	Hawsers and Warps	<i>Good</i>
Plank (Bottom) and Counter	<i>Good</i>	Caulking of	<i>Good</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Eids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	Hatches	<i>Good</i>

General Observations and Opinion,

Is now in good condition and eligible in my opinion to be classed 90 A 1 Iron decked in accordance with the approved Section and marked (S.S. No. 1-72)

The Amount of Entry Fee.....£ 5 - - is received by me,

80/- Special.....10:10:-

Certificate (if required) - 5:-

Committee's Minute *19th November 1872*

Character assigned

90 A 1

S.S. No. 1-72

record lengthening

J. W.

Mr Davidson

This vessel has been lengthened in accordance with plan submitted and approved by the Committee and appears eligible to be classed as recommended

90 A 1

Dec 1872

10757 Iron

Number for equipment 22797

Cables replaced with 300 yds $1\frac{3}{4}$ Chain test 55 tons 2 cwt. Certificates
from Low Walker Paving House House and signed Robert Barrall Superintendent
Two Bower Anchors replaced with $\begin{matrix} C & 5^{\text{th}} & Lbs \\ 30.5.24 & 4 & \text{Stocks test} \end{matrix}$ $\begin{matrix} T & C & 5^{\text{th}} & Lbs \\ 29.7.2.0 \\ 30.2.2 & & & 29.0.3.21 \end{matrix}$

Certificates from Low Walker Paving House signed Robert Barrall Superintendent
Main Anchor replaced with one $\begin{matrix} C & 5^{\text{th}} & Lbs \\ 24.1.12 & 4 & \text{Stocks test} \end{matrix}$ $\begin{matrix} T & C & 5^{\text{th}} & Lbs \\ 24.3.3.0 \end{matrix}$

Certificates from the Mersey Sts & Harbour Board signed J. McDonald
Superintendent

Dimensions Length 278.9 ft Breadth 33.4 Depth 24.05

Tonnage under deck ——— 1617.55

Allowance for Pulling Down 296.25

Board of Trade — 53.93 350.18

Register 1267.37



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