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REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 2933** Survey held at **Barrow** Date, first Survey **1st May** Last Survey **29th May** 18**74**685 on the **Screw Steamer "Menzab"** Master **Warden**Tonnage **1618** built at **Stockton** When built **1870 - 4 M^o**By whom built **Pearse** Owners **Nelson & Co**Port belonging to **London** Destined Voyage **Quebec**If Surveyed Afloat or in Dry Dock **aground on the hard, Dry Dock, and afloat.**Last Survey, No. **1075** Port **Liverpool** Hall **S.S.N. 1-72** Years assigned **90** Character in Register Book **A 1**

REPAIRS, OR EXAMINATION AS PER RULE

In consequence of damage through taking the ground in the tidal way, on leaving Barrow Docks laden with a Cargo of Steel Rails.

The deck taken up on each side outside the hatchways at the upper deck, and the deck beams plated over with $\frac{1}{16}$ plates between the deck beam and stringer plates & the longitudinal stringer outside the hatchways and attached thereto with straps, from the fore part of fore hatch to after part of after hatch, the butt straps treble riveted in way of same; the butt straps in the sheerstrake for the same range re-riveted, and the butt straps in the strake of topsides next below the sheerstrakes taken off and

P. J. Over

Present Condition of the

Decks	Good	Transoms	Good	Windlass and Capstan	Good
Waterways		Breasthooks and Stemson		Pumps	"
Comings		Transoms, Pointers, and Crutches		Boats	"
Upper Deck Beams & Fastenings	and	Timbers of the Frame at the openings		Masts, Yards, &c.	"
Lower Deck Beams & Fastenings		Ditto Ditto at other places		Condition, how ascertained	seen from the deck
Planksheers	fair	Keelsons		Sails	Sufficient
Sheerstrakes		Clamps and Shells		Anchors	No. of 3 B, 1 S & 2 H
Topsides	where	Ceiling		Cables	Sufficient
Wales		Rudder		Hawsers and Warps	Sufficient
Plank (Bottom) and Counter	seen	Copper Cement When put on 1870		Standing & Running Rigging	"
Engine Room Skylights	Good	Caulking of part now		Cargo and Main Hatchways	Good
General Observations, Opinion as to Class, &c.		Bottom, Deck, & Waterways	Good where seen	Hatches	Good

This vessel is now in good and efficient condition in hull and stores and eligible in my opinion to remain as classed A 1, the deficiency in chain and anchors referred to in report of Survey held at Liverpool in April last being now made good.

The Amount of Entry Fee ... £ 3 : : received by me, }
 Special ... £ 3 : 3 : 24 July 1874 }
 Certificate (if required) ... £ : : : }

(Travelling Expenses, if any, £ 4 7 0)

Committee's Minute **7th August** 18**74**Character assigned **Good**

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



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renewed with others of increased breadth treble riveted. A few rivets in the bottom and Keel where considered necessary renewed, the butts in the plating carefully examined and recaulked where considered necessary. The deck refitted with about 2600 lineal feet new of Pitch Pine, and entirely recaulked from before the fore hatch to abaft the after hatch. The Cement in the flat of bottom through out the Engine and Boiler Space and for 15 to 20 spaces before the Bulkhead which was more or less damaged, has now been renewed; about 50 feet of Leak Pail renewed and the Iron rails and Stanchions repaired; the bottom recoated with Paint; the after piece of Shaft taken out in consequence of being broken, and another fitted, and the Engines and Boilers Overhauled and put in good working order.

The Testing Certificates for 15 fathoms $4\frac{1}{2}$ feet of $1\frac{3}{4}$ chain Cable tested to $55\frac{2}{3}$ tons and $77\frac{2}{3}$ tons dated 23rd April 1874, and for a Bower Anchor weighing $32\frac{1}{2}$ lbs (ex stock) tested to $30\frac{1}{2}$ tons dated 22nd April 1874, have been produced from Lloyd's Proving House Tipton, signed by Samuel Tregenna.

The length of chain and the anchor referred to above have been put on board at Barrow in harness.

J^o W^m Miles



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