

N^o 35467

Lloyd's Register of Shipping.

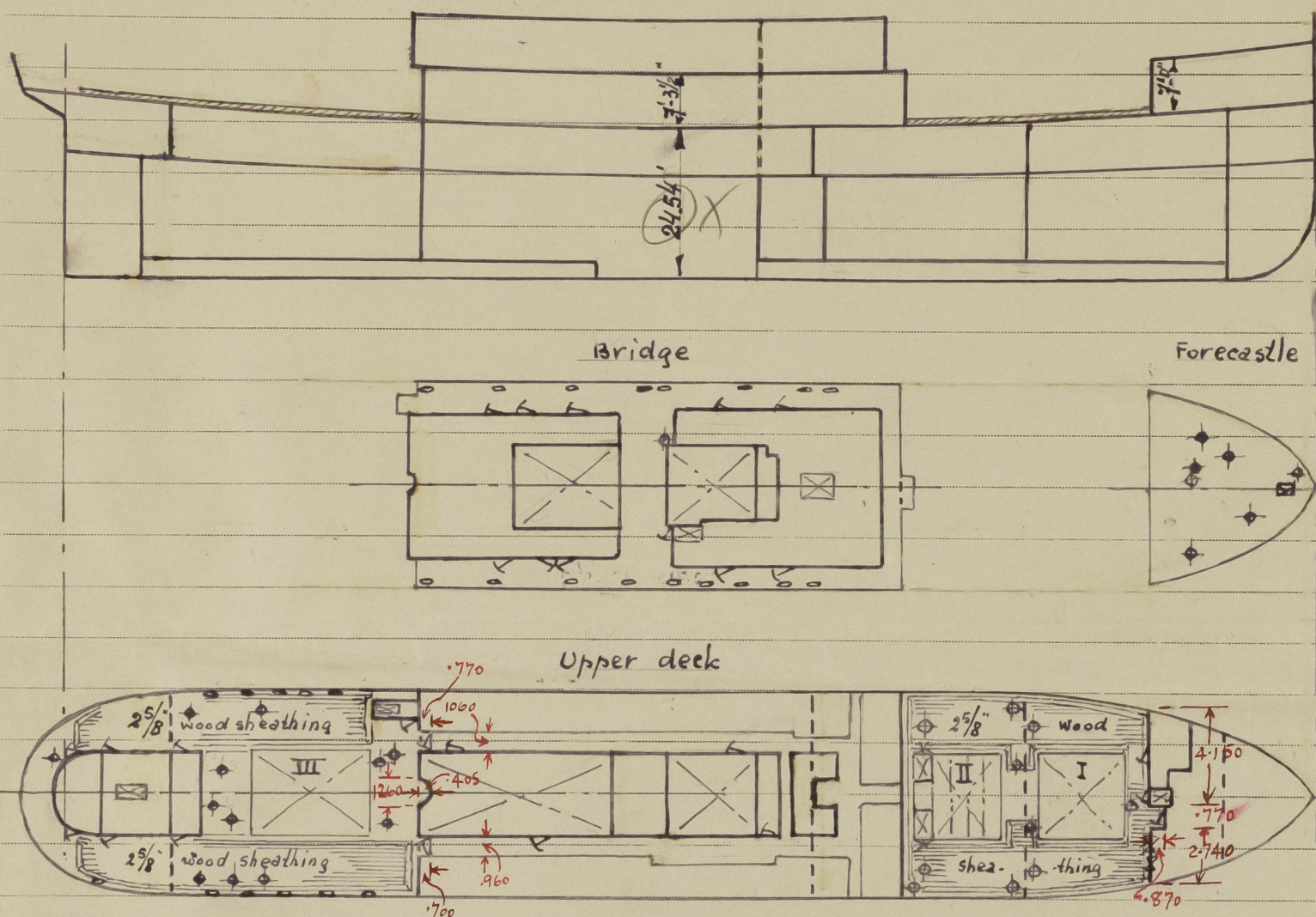
Ship's Name "PYIDAWTHA", ex "BALI" Official No. 149463

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in Rotterdam ; 3-11-'52.

Nationality and Port of Registry : Burmese, Rangoon

Gross Tonnage : 1784.87, Net 1002.76, Under Tonnage Deck 1473.52

Owners : Union of Burma Shipping Board.



Forecastle bulkhead: 24", stiffeners $\frac{3}{2} \times \frac{2}{2} \times .32$, spaced 30", no end attachments;

2 openings 4'-9" x 2'-2½", sill 16"; hinged teak doors, closable from both sides

2 " 1'-8" x 1'-8" " 3'-7½"; steel hinged flaps.

access to 'tweendeck. sill 10" with ~~lower board to 24"~~ 24" [both sides] hinged teak door, closable from

Bridge bulkheads: fwd. no openings; aft 2 hinged teak doors, sill 14"; closable from both sides.

Access to 'tweendeck: On aft part of N: 2 hatchways ^{PLATED OVER} 2 companionways ^{OF STEEL}, sills 3'-10"; steel hinged doors, closable from both sides. In steel casing after bridge on p.s., sill 15"; w.t. steel hinged door, closable from both sides. In steel deckhouse aft 2 teak doors, closable from both sides, sills 14½".

Flush bunker scuttles: None

Ventilators: Fole: 2 x $\phi 8"$, 4 x $\phi 6"$, 1 x $\phi 12"$; heights from 3'-4½" to 3'-0"; fwd well: 4 x $\phi 12"$, 2 x $\phi 17"$, 4 x $\phi 20"$; heights from 3'-7½" to 2'-, supported as necessary; bridge: 1 x $\phi 10"$, height 1'-4", 15 goosenecks 8" x 3¼", height 1'-4", 2 ditto 8" x 4", height 1'-1½"; aft well: 11 goosenecks 8" x 3¼", height 1'-4"; ventilators 2 x $\phi 8"$, 8 x $\phi 6"$, 3 x $\phi 12"$, heights from 3'-8½" to 2'-6".

All ventilators with wood plugs and canvas, goosenecks with w.t. hinged steel cover.

Gangway, cargo and cooling ports: None.

S.S. PYIDAWTHA

Sanitary discharges; scuppers: No discharges from fwd. tweendeck space; discharges from aft tweendeck space not modified; overboard discharges from bridge space not modified; discharges from WC's, etc. in fcl. led to existing n.r.v. $\phi 4"$ on sb. and p.s.. No scuppers from tweendeck space to overboard; from former tonnage well closed too with cement.

Side scuttles: In fore-castle sides and in tweendeck space, respectively $9 \times \phi 10"$ and $2 \times 29 \times \phi 11"$, all of substantial construction with strong hinged deadlights, permanently attached. 2 bridge sides not fitted with deadlights. In superstructure bulkheads not fitted with deadlights. ✓
Sills of scuttles in tweendeck space $24\frac{1}{2}"$ below upperdeck. ✓

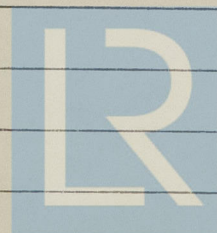
Hatchways: Length of N's hatchway now $21'-8"$; 3 hatchbeams, spaced $5'-5"$; Tonnage hatch removed and deck closed.

Engine casing: Door opening in engine casing $5'-3" \times 2'-0"$, sill $10"$; steel hinged door, closable from both sides (bridge space sb. side.) ✓

Fee fl. 170.=

WJ direct.

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