

IRON SHIP.

14334

Reg 8/3/73
1875No. 6423 Survey held at Greenock Date, First Survey 2nd June 1874 Last Survey 6th March 1875

On the Screw Steamer "Pyah Pekhet" Master Alexander Bowers

TONNAGE under Tonnage Deck 241.54
Ditto of Third, Spar, or Awning Deck 43.46
Ditto of Bridge House 3.49
Ditto of Houses on Deck 318.52
Ditto of Forecastle 24.1
Gross Tonnage 294.42
Less Crew Space 101.93
Less Engine Room 192.49
Register Tonnage as cut on Beam

ONE, OR TWO-DECKED, THREE-DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) 11 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 12.15
GIRTH of Half Midship Frame (as per Rule) 19.48
1st NUMBER 42.93
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH 165.
2nd NUMBER 4083.
PROPORTIONS—Breadths to Length 7.5
Depths to Length—Upper Deck to Keel 13.58
Main Deck ditto

Built at Greenock
When built 1874:15 Launched 24th January 1875.
By whom built David V.B.
Owners Burmah Steam Ship Co. (Limited)
Port belonging to Greenock
Destined Voyage Rangoon
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 165.0 Feet. Inches. BREADTH Moulded 22.0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 11.15 Feet. Inches. Power of Engines 60 Horse. N^o. of Decks with flat laid 1 N^o. of Tiers of Beams 1

Dimensions of Ship per Register, length, 166.5 breadth, 22.1 depth, 10.9

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 1/4 x 1 1/8	6 1/4 x 1 1/8
STEM, moulding and thickness	6 1/4 x 3/4	6 1/4 x 3/4
STERN POST for Rudder do. do. for Propeller	21	(Class 100A)
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	
FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/2 at each end	3 2 1/2 5 3 2 1/2 4	3 2 1/2 5 3 2 1/2 4
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 4 2 1/2 2 1/2 4	2 1/2 2 1/2 4 2 1/2 2 1/2 4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 1/2 the half-bdth. as per Rule height extended at the Bilges	12 6 28	12 6 24
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	5 42	5 42
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space	5 42	5 42
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	5 42	5 42
KEELSONS Centre line, single or double plate box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	15 1/2 5 15 5 5 3 3 6 3 3 6 10 1/2 5 3 3 6 3 3 6	15 1/2 5 15 5 5 3 3 6 3 3 6 10 1/2 5 3 3 6 3 3 6
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	3 3 6 3 3 6 5 1/2 5 5	3 3 6 3 3 6 5 1/2 5 5
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length	3 3 6 3 3 6	3 3 6 3 3 6
SIDE STRINGER Angle Irons		

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Iron Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 4/6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper part of Bilge and to every frame alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 3 3/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/4 ins. from centre to centre.

Butts of One Strakes at Bilge for half length, double riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, double riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Waterway, how secured to Beams House Bolts & Nuts (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded Pine plates No. of Breasthooks, 5 Crutches, 14

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark, Angle Irons Jackson Cookbridge. Plates Consell.

The above is a correct description.

Builder's Signature, H. Caird & Co. Robert Caird

Surveyor's Signature, Edwin Bonchum

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*

Are the fillings between the ribs and plates solid single pieces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *Very few*

14334 Iron

Masts, Bowsprit, Yards, &c., are *Wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Light Pole Masts*

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Two	Fore Sails,	Chain	95	1 1/8	2250	165 fms	Tons 18	Bowers	2259	8" 3" 5	70" 18" 3" 0	7" 1" 0	Tons 920
	Fore Top Sails,	15 Oct 1844							2261	8" 1" 3" 4	10" 12" 0" 0		
	Fore Topmast Stay Sails	Checker Mowing House - Andrew S. Jack Superint	90	3/4	11/16				1898	4" 1" 10	9" 11" 0" 0		
	Main Sails,	Hemp Strm Cbl	90	3/4									
	Main Top Sails,	Hawser ...	90	1									
	and	Towlines ...	90	1									
		Warp ...	90	1 1/2									
		quality good	90	1 1/2									

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *One* Long Boat, and *three others*

The Windlass is *Winfield's Patent* Capstan *D. Winch* and Rudder *Efficient* Pumps *One to each compartment*

Engine Room Skylights. How constructed? *Spon Sprink Bulkheads below* How secured in ordinary weather? *Spon Bratings*

What arrangements for deadlights in bad weather? *Sparpaulings*

Coal Bunker Openings. How constructed? *Cast iron Rims & Lids* How are lids secured? *Self-locking* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*

Cargo Hatchways. How formed? *Spon Harnings*

State size Main Hatch Forehatch *12' 3" x 4' 0"* Quarterhatch *4' 0" x 4' 0"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *695*

Date *24 April 1844*

Order for Ordinary Survey No. *184*

Date *✓*

No. *184* in builder's yard.

- DATES of Surveys held while building as per Section 18
- 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under S.S. and surveyed 1844 - June 2, 10, 16, 20, 25, July 1, 3, 10, 20, August 19, 24, 26, 28, Sept 2, 4, 8,*
 - 2nd. On the plating during the process of riveting *11, 16, 19, 23, 30, October 4, 13, 15, 21, 30, November 4, 5, 14,*
 - 3rd. When the beams were in and fastened, and before the decks were laid ... *14, 18, 24, 28, December 16, 18, 28, 31, 1845 - Jan 20, 24,*
 - 4th. When the ship was complete, and before the plating was finally coated or cemented ... *30, February 2, 9, 15, 19, 23, March 2, 3, 5, 6,*
 - 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.)

This Vessel is Schooner rigged, and is fitted with a Bridge House in midships 36 feet in length; the midship section herewith appended shewing the scantlings and arrangements of the Vessel was submitted and approved by the Committee in letter dated 8th May 1844; these have been adhered to in the construction, excepting that instead of an Spon Deck 4 1/16 being fitted to the Main Deck and covered with 2 inch teak, the Deck is altogether of Teak 3 inches in thickness, with diagonal and tie plates as required by the Rules. - The workmanship and materials are of the best description. -

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement to above Bilge Keel* Outside *4 Coats of Red Lead & Paint*

I am of opinion this Vessel should be Classed *100 A. I.*

The amount of the Entry Fee ... £ *3* : 0 : 0 is received by me, *Edmund Bonchmoy*

Special ... £ *14* : 14 : 0 *6 March 1875*

Certificate ... £ *0* : 0 : 0

(Travelling Expenses, if any, £ *14* : 14 : 0)

Committee's Minute *9th March 1875*

Character assigned *100 A. I.*

T.W. 2007

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