

# IRON SHIP.

14334 Rev 8/3/73  
Date, First Survey 2<sup>nd</sup> June 1844 Last Survey 6<sup>th</sup> March 1845

No. 6423 Survey held at Greenock On the Screw Steamer "Pyah Pekhet" Master Alexander Bauers

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

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  
Main Deck ditto 13.58

Built at Greenock  
When built 1844:15 Launched 24<sup>th</sup> January 45.  
By whom built David W.  
Owners Burmah Steam Ship Co. (Limited)  
Port belonging to Greenock  
Destined Voyage Rangoon  
If Surveyed while Building, Afloat, or in Dry Dock.

Official Number 42381

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. Feet. Inches. 15. Power of Engines 60 Horse. N° of Decks with flat laid One N° of Tiers of Beams One

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

	Inches in Ship.			Inches per Rule.		
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.
KEEL, depth and thickness	6 1/4	1 5/8	15	6 1/4	1 5/8	15
STEM, moulding and thickness	6 1/4	3/4	3/4	6 1/4	3/4	3/4
STERN-POST for Rudder do. do. for Propeller	6 1/4	3/4	3/4	6 1/4	3/4	3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	21			21		
FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end	3	2 1/2	5	3	2 1/2	5
REVERSED FRAMES, Angle Iron	3	2 1/2	4	3	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 3/4 the half-bdth. as per Rule height extended at the Bilges	12	2 1/4	4	12	2 1/4	4
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	5	5	5	5	5
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	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
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	5	5	5	5	5
KEELSONS Centre line, single or double plating, 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	5
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	3 1/2	3	6	3	3	6
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length	3	3	6	3	3	6
SIDE STRINGER Angle Irons	3	3	6	3	3	6

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
Flat Keel Plates, breadth and thickness	30	11	30	11
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	34	8	30	8
fm up. part of Bilge to lr. edge of Sh'rstrake	8	8	30	8
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness	32	10	30	10
Butt Straps to outside plating, breadth & thickness	9 1/2	10	9 1/2	10
Lengths of Plating	6 spaces	16 1/2	5 spaces	16 1/2
Shifts of Plating, and Stringers	2	2	2	2
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness				
Angle Iron on ditto				
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	3 1/2	6	23	8
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No.	3 x 3 1/2	6	3 x 3 1/2	6
Tie Plates, outside Hatchways	1 1/2	6	4 1/2	6
Diagonal Tie Plates on Beams, No. of pairs	1 1/2	6	4 1/2	6
Waterways materials and scantlings	1 1/2	6	4 1/2	6
Flat of Middle Deck do. do.	3	3	2 1/2	3
How fastened to Beams	Screw Bolts & Nuts			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold do. do.	2 1/2 Pine	2	3 1/4	2 1/4
Main piece of Rudder, diameter at head do. at heel	3 3/4	3 3/4	2 1/4	2 1/4
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 4 Thickness of 4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Height up to Main Deck				
How secured to sides of ship	Double frames & broad liners			
Size of Vertical Angle Irons	2 1/2 x 2 1/2 x 4 1/2		30	ins.
Are the outside Plates doubled two spaces of Frames in length?	Yes			

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 3/8 in. Rivets, about 1/2 apart.  
The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper part of Bilge and to lower part of 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 1/4 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 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 1/4 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.  
Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?  
Waterway, how secured to Beams Screw 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, 4  
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. Robertshaw  
Surveyor's Signature, Edwin Blanchman  
Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 461-0138

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		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
No.	SAILS.	CABLES, &c.		165 fms	1	Tons 18	Bowers	2259	8" 3" 5	70" 18" 3" 0	7" 1" 0	9 20
	Fore Sails,	Chain	95									
Two	Fore Top Sails,	Checker	90	3/4	11/16		Checker	1898	4" 1" 10	9" 11" 0" 0		
Sails	Fore Topmast Stay Sails	Hemp	90	3/4	11/16		Stream	1	3" 0" 15	2" 3" 0		
	Main Sails,	Hawser	90	1/2	5/2		Kedges	1	1" 1" 0	1" 1" 0		
	Main Top Sails,	Towlines	90	1/2								
and		Warp	90	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 Wheeler's Patent Capstan D. Minch and Rudder Efficient Pumps One to each compartment

Engine Room Skylights.—How constructed? Spon Trunk Bulkheads to top of Bridge House. How secured in ordinary weather? Spon Gratings

What arrangements for deadlights in bad weather? Sarpaulings

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 Spinnings

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.	Date	Order for Ordinary Survey No.	Date	No.	1st.	2nd.	3rd.	4th.	5th.
695	24 April 1844			184	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated or cemented	After the ship was launched and equipped
					<u>Built under S.S. and surveyed 1844 - June 2, 10, 16, 20,</u>	<u>25, July 1, 3, 10, 20, August 19, 24, 26, 28, Sept 2, 4, 8,</u>	<u>11, 16, 19, 23, 30, October 7, 13, 15, 21, 30, November 4, 5, 14,</u>	<u>14, 18, 24, 28, December 16, 18, 28, 31, 1845 - Jan 20, 24,</u>	<u>30, February 2, 9, 15, 19, 23, March 2, 3, 5, 6,</u>

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 showing the scantlings and arrangements of the Vessel was submitted and approved by the Committee in letter dated 8<sup>th</sup> 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 Bilges & Red Lead above. 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,

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

Certificate ... £ 0 : 0 : 0

(Travelling Expenses, if any, £ ...)

Committee's Minute 9<sup>th</sup> March 1875

Character assigned 100 A. I.

J. W. G. & Co

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