

REPORT of SURVEY for REPAIRS, &c.

Received 30th April, 1875.

No. in Reg. Book. **No. 6461** Survey held at **Greenock** Date, first Survey **12th March** Last Survey **20th April** 18**75**.

34 in Supplement of the **Iron Screw Steamer "Pyah Pekhet"** Master **A. Bowers**

TONNAGE under Tonnage Deck **242** Built at **Greenock** When built **1845** YEAR. MONTH. **1**

Ditto of Spar Deck, or Arming Deck Owners **Burma Steam Ship Co. (Limited)** Port belonging to **Greenock**

Ditto of Poop, or Raised Qr. Dk. Residence **Greenock**

Ditto of Houses on Deck By whom built **Paired & Co.** Destined Voyage **Rangoon**

Ditto of Forecastle If Surveyed Afloat or in Dry Dock **Afloat & Dry Dock**

Gross Tonnage **319**

Crew Space, as per Rule

Register Tonnage, cut of Beam

Engine Room

Reg. Tons as St^rmer, cut of Bm. **192**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **100 A.1** Character in Register Book. **3-45**

Last Survey, No. **6423 11-331** Port **Glyde Iron** Classed **100 A.1**

REPAIRS, OR EXAMINATION AS PER RULE in consequence of damage:-

Now done:- Cargo discharged and Vessel placed in Dry Dock: One indented plate in midships on Starboard side taken down rolled and replaced: Two broken Frames scarphed: Decks re-caulked: Cement at the back of the Teak Waterway around the Stern cleaned out to ascertain leak to Lazarette, fillings recaulked, and the Cement replaced with Teak: additional ports cut in the Bulwarks: a Beam formed of 9 inch Bull iron with $4\frac{1}{2} \times 3\frac{1}{2} \times 8\frac{1}{16}$ angle iron on upper edge introduced in the Engine Room: Camings to a scuttle in the fore end of the Forecastle renewed and made 18 inches deep: Discharge pipes to the Pumps of the Fore and Main Holds disconnected, and an additional hand pump fitted to the Engine Room:-

Alterations to Bilge Discharge, and Suction Valves viz:- Discharge Valves detached from their spindles: non-return Valve fitted to Donkey intermediate sea and bilge suction Cock: Donkey pump fitted with additional branch, to pump specially from Stoke hole a non-return Valve fitted to this branch:-

Present Condition of the	Good	Rivets	Good where seen	Windlass and Capstan	Good
Decks	Good	Free	Good where seen		
Waterways	Good where seen	Breasthooks and Stemson	Good	Pumps	Good
Comings	Good	Transoms, Pointers, and Crutches	Good	Boats	Good
Upper Deck Beams & Fastenings	Good	Timbers of the Frames at the openings	Good	Masts, Yards, &c.	Good
Lower Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Condition, how ascertained	By observation
Planksheers	Good	Keelsons	Good	Sails	Well found
Sheerstrakes	Good	Clamps and Shelves	Good	Anchors No. of 3 Bowers	Stream, Wedge
Topsides	Good	Ceiling	Good	Cables	Complete
Wales	Good	Rudder	Good	Hawsers and Warps	Sufficient
Plate	Good	Copper	When put on 1845	Standing & Running Rigging	Good
Plank (Bottom) and Counter	Good	Caulking of	Good where seen	Cargo and Main Hatchways	Good
Engine Room Skylights	Good	Bottom, Deck, & Waterways	Good where seen	Hatches	Good
Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good		
General Observations, Opinion as to Class, &c.	This Vessel is in good and efficient condition, eligible, in our opinion to remain as classed:-				

Edmund Borchmann
H. J. Boulders

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

The Amount of Entry Fee ... £ 0 : 0 : 0 received by me, *[Signature]*

Special ... £ 5 : 5 : 0 April 1875

Certificate (if required) ... £ 0 : 0 : 0

(Travelling Expenses, if any, £ 5 : 5 : 0)

Committee's Minute *4th May* 18**75**.

Character assigned *100 A.1* *Dep 75*