

| EQUIPMENT TONNAGE 1150 | | | | | | | | | | ANCHORS. | | | | | | | | | |
|------------------------|-------------------|------------------|------|------|-----------------|------|------|-----------------------|-------|----------|------|----------------------|------|------|------------------------|---------|--|----|----|
| Number of Certificate. | Anchors. | WEIGHT, EX STOCK | | | WEIGHT OF STOCK | | | TEST, PER CERTIFICATE | | | | WEIGHT, REQ. BY RULE | | | Description of Anchor. | Makers. | Where and when tested, and Superintendent. | | |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwts. | qrs. | lbs. | Tons. | qrs. | lbs. | | | | | |
| 81419 | 1st Bower | 30 | 3 | 2 | 8 | 1 | 5 | 29 | 5 | 1 | 4 | 27 | 3 | - | Iron Stock | 30 | L.P.H. N. H. Green | 10 | 10 |
| 80113 | 2nd „ | 29 | 2 | 12 | 7 | 3 | 20 | 28 | 6 | 3 | 14 | 27 | 3 | - | | 30 | W.A. H. Green | 10 | 10 |
| 81420 | 3rd „ | 26 | 2 | 7 | 7 | - | 11 | 26 | 1 | 3 | 14 | 27 | 3 | - | | 25-2 | H. Green | 10 | 10 |
| | Collective weight | 86 | 3 | 21 | | | | | | | | 83 | 1 | - | | 85-2 | | | |
| 81414 | Stream | 9 | 1 | 13 | 2 | 2 | 3 | 11 | 9 | 1 | 7 | 8 | 3 | - | | 9-2 | L.P.H. N. H. Green | 10 | 10 |
| 81073 | Kedge | 4 | 3 | 17 | 1 | 1 | 15 | 7 | 7 | 2 | - | 11 | 2 | - | | 4-3 | W.A. H. Green | 10 | 10 |
| | 2nd Kedge..... | | | | | | | | | | | | | | | | | | |

| CHAIN CABLES. | | | | | | | | | | HAWSERS AND WARPS. | | | | | | |
|--------------------------------------|----------|--------|-----------------------------|------------------------|-----------|----------------------------|--------------|-------------------|--|--------------------|----------|--------|--------------------------------------|---|--|--|
| Number of Certificate. | Fathoms. | Size. | Test per Certificate. Tons. | Weight of Chain Cable. | | Fathoms and Size per Rule. | Description. | Makers of Cables. | Where and when tested, and Superintendent. | Material. | Fathoms. | Size. | Breaking Test of Steel Wire Towline. | | | |
| | | | | Supplied. | Per Rule. | | | | | | | | | | | |
| 26920 | 135 | 1 3/4" | 55.2-2 | 210.1-16 | 4-10-3 | } 270 fms 13/16 Stud link | | | L.P.H. CH. - Le Want 29 4/19 | TOWLINE | 90 | 10 1/2 | 10 | | | |
| 26932 | 135 | 1 3/4" | 55.2-2 | 210.0-6 | 4-10-3 | | | | | | HAWSER | 90 | 9 " | 9 | | |
| 26685/26689 | 75 | 15/16 | 15.16-0 | | | | 75 fms 15/16 | - - - | | " " " 19 3/19 | WARP | 90 | 5 1/2 " | 9 | | |
| Iron Steam Chain or Steel Wire ...) | | | | | | | | | | | | | | | | |

Stream Chain

Masts, Yards, &c., are in *good* condition, and sufficient in size and length.

Standing and Running Rigging *is* sufficient in size and *good* in quality.

Sails. *Two full suits* ~~Suits~~ *as per sail plan* Sails, and the following spare sails

Boats *Two life boats and one long boat, all new and complete*

Windlass, present state is *good* Capstan *good* Rudder *good* Pumps *good & efficient*

Scuppers, &c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

4 square port aside each 3x2'3"

Cargo Hatchways.—How formed? *6' thick 1/2 chequed & lotted through earlings* *21'x11'18'3"x11'*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Efficiently strong transverse webs across middle of hatch.*

Hatches, themselves, whether strong and efficient? *Strong & efficient* Main Hatchways.—State size *21'x11'18'3"x11'*

| | | | |
|--------------------------------|--|--|--|
| Order for Special Survey, No. | DATES of Surveys held while building, as per Section 35. | 1st. When the Frame is completed | <i>vessel examined daily whilst building</i> |
| Date | | 2nd. When the Beams are put in, &c. | |
| Order for Ordinary Survey, No. | | 3rd. When completed and before the plank be painted or payed | |
| Date | | | |
| No. <i>1</i> | in Builder's Yard. | | |

General Remarks. *This vessel is strongly built and of first class material throughout. The amended plans, copies of which are with you, have been strictly adhered to, with the exception of the deck plan where alterations have been made in connection with the crews accommodation the lengthening of the raised quarterdeck and the placing of the windlass under the fore castle deck. Fresh plans of the vessel now being prepared copies of which I expect to be able to forward you by next mail. The Monkey Boiler fitted on board the vessel not new but was bought from the local government here. I am enclosing herewith a sketch of the boiler and some correspondence relating to same also a survey report from my Lambert the assistant superintendent Engineer of Messrs The Irrawaddy Flotilla Co's Dockyard whom I requested to examine the Boiler and report to me on its condition.*

Present condition of Caulking of Bottom *good* Deck, *good* and Waterways *good*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Sheathed with 1 1/2 timbers* When last done *coppered over tarred felt with 18g copper.*

I am of opinion this Vessel should be Classed *A1. N.B. 100th.*

| | | |
|---------------------------------|-------------------|---------------------|
| The Amount of the Entry Fee ... | <i>Rs 50/-</i> | Fees applied for, |
| Special ... | <i>Rs 106 1/4</i> | <i>14 10 - 1919</i> |
| Certificate... .. | <i>£</i> | Received by me, |
| | | <i>14 10 1919</i> |

Travelling Expenses, if any, £

R. R. Taylor
Surveyor to Lloyd's Register of Ships

Committee's Minute

Character assigned *16 A1*
Coppered over Iron Boilers
Lloyd's A & B

14 10 1919

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