

STEEL ~~IRON~~ SHIP.

SAT 20 APRIL 1889

(Received at London Office, ...)

No. 9124 Survey held at Dumbarton Date, First Survey 27 July 1888 Last Survey 16 April 1889
On the Steel Screw Steamer "Pegu"

TONNAGE under Tonnage Deck 2279.76 ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck 1037.37 Half Breadth (moulded) 22.5
Ditto of Poop, or Raised Or. Dk. 3225.65 Depth from upper part of Keel to top of Upper Deck Beams 30.65
Ditto of Houses on Deck 110.88 Girth of Half Midship Frame (as per Rule) 48.54
Ditto of Forecastle 4.54 1st Number 101.89
Gross Tonnage 3660.63 1st Number of a 3-Decked Vessel deduct 7 feet 7
Less Crew Space 97.88 Length 358.14
Less Engine Room 1171.40 2nd Number 229.86
Register Tonnage as out on Beam 2391.36 Proportions—Breadths to Length 7.95
Depths to Length—Upper Deck to Keel 11.6
Main Deck ditto 15.84

Master Taylor 76.88.
Built at Dumbarton
When built 1889 Launched 4 February
By whom built W. Denny & Bros
Owners British & Burmese Steam Navigation Co.
Residence 15 St Vincent Place, Glasgow
Port belonging to Glasgow
Destined Voyage Burmah
If Surveyed while Building, Afloat, or in Dry Dock.
By Greenock Surveyors

LENGTH on deck as per Rule 358 2 BREADTH Moulded 45 0 DEPTH top of Floors to Upper Deck Beams 28 6
Do. do. Main Deck Beams 20 3 Power of Engines 354 H.P. No. of Decks with flat laid 3
No. of Tiers of Beams 3

Dimensions of Ship per Register, length, 342.2 breadth, 45.18 depth, 18.5 moulded Depth = 29.11.

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	10 x 3 1/4	11 x 3										
STEM, moulding and thickness	10 x 3 1/4	11 x 3										
STERN-POST for Rudder do. do.	11 x 7	11 x 7										
" for Propeller	11 x 7	11 x 7										
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24										
FRAMES, Angle Iron, for 1/2 length amidships	5 1/2 x 3 1/2	9	5 1/2 x 3 1/2	9								
Do. for 1/2 at each end	5 1/2 x 3 1/2	8	5 1/2 x 3 1/2	8								
REVERSED FRAMES, Angle Iron	4 x 3 1/2	8	4 x 3 1/2	8								
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	28	10	28	10								
thickness at the ends of vessel	14	8	14	8								
depth at 1/2 the half-bdth. as per Rule	56	14	56	14								
height extended at the Bilges	9	9	9	9								
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	9	9	9	9								
Single or double Angle Iron on Upper edge	48	48	48	48								
Average space	10	10	10	10								
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	10	10	10	10								
Single or double Angle Iron on Upper edge	48	48	48	48								
Average space	10	10	10	10								
BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron	10	10	10	10								
Single or double Angle Iron on Upper edge	48	48	48	48								
Average space	10	10	10	10								
BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	10	10	10	10								
Single or double Angle Iron on Upper edge	48	48	48	48								
Average space	10	10	10	10								
KEELSONS Centre line, single or double plate, box, or intercostal, plates	28 3/4	14	28 3/4	14								
" Rider Plate	13 3/4	14	13 3/4	14								
" Bulb Plate to intercostal keelson	18	10	18	10								
" Angle Irons	6 1/2 x 4 1/2	9	6 1/2 x 4 1/2	9								
" Double Angle Iron Side Keelson	6 1/2 x 4 1/2	9	6 1/2 x 4 1/2	9								
" Side Intercostal Plate	17 1/4	14	17 1/4	14								
" Plate Keelson Angle Iron	2 1/2 x 3 1/2	8	2 1/2 x 3 1/2	8								
" Attached to outside plating with angle iron	6 1/2 x 4 1/2	9	6 1/2 x 4 1/2	9								
BILGE Angle Irons	6 1/2 x 4 1/2	9	6 1/2 x 4 1/2	9								
" do. Bulb Iron	11	10	11	10								
" do. Intercostal plates riveted to plating for 2/5 length	9	9	9	9								
BILGE STRINGER Angle Irons	6 1/2 x 4 1/2	9	6 1/2 x 4 1/2	9								
Intercostal plates riveted to plating for 2/5 length	9	9	9	9								
SIDE STRINGER Angle Irons	6 1/2 x 4 1/2	9	6 1/2 x 4 1/2	9								

The FRAMES extend in one length from middle line to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck and to middle deck 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 1/8 in. diameter, averaging 5 3/8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/8 ins. from centre to centre.
" Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps 1/2 thicker than the plates they connect.
" Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.
" Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3/4 length.
" Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted No. of Breasthooks, 7 Crutches, deep floors

What description of iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good Frames Reverse frames

Manufacturer's name or trade mark, Bulb angles and plates, deck plating & beams Dalzell Shell plating Clydebridge

The above is a correct description. Builder's Signature, W. Denny & Bros Surveyor's Signature, L. Thorne

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

9127 gls

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and fitted*
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? *No*

Masts, Bowsprit, Yards, &c., are *Steel* 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
Foremast 102' 3" 22 x 1/32 22 x 1/32 22 x 1/32 21 x 1/32 6 x 7/32 *Landings double riveted. Butts below part roundable.*
Main " 92' 9" 20 x 1/32 20 x 1/32 22 x 1/32 18 x 1/32 6 x 7/32 *Butts riveted and treble riveted above. Butts straps 1/16" thick.*
Bowsprit - Wood. *Masts doubled in way of wedging.*

NUMBER for EQUIPMENT 38014		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supratd.	ANCHORS.	N°.	Weight.	Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supratd.
SAILS.													
N° One and only one of each.	Fore Sails,	Chain	150	2 1/16	107.11	76.5	300	2 1/16	21/4/88	5.5	21/4/88	5.5	21/4/88
	Fore Top Sails,	Iron Stream Chain	150	2 1/16	"	"	90	1 1/16	"	"	"	"	"
	Fore Topmast Stay Sails,	as Steel Wire											
	Fore Topmast Stay Sails,	as Hempen Stem											
	Fore Topmast Stay Sails,	Cable											
	Main Sails,	Towline, Hemp.											
	Main Sails,	as Steel Wire	120	4 1/2	Steel	39	120	4 1/2	Steel	39	120	4 1/2	Steel
	Main Sails,	Hawser Steel Wire	90	3 1/4	Steel	22	90	3 1/4	Steel	22	90	3 1/4	Steel
	Main Top Sails,	Warp	90	9			90	9					
	Main Top Sails,	quality											

Standing and Running Rigging is sufficient in size and good in quality. She has 6 Long Boats and

The Windlass is *iron* Capstan *good* and Rudder *good* Pumps *good* and sufficient

Engine Room Skylights. How constructed? *Slack skylights over iron casing* How secured in ordinary weather? *Straps & screw bolts*

What arrangements for deadlights in bad weather? *Straps on cables & tarpaulins over all.*

Coal Bunker Openings. How constructed? *Cast iron covers* How are lids secured? *Bayonet Cylinders* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *7 scuppers - 5 ports and 3 mousing pipes on each side*

Cargo Hatchways. How formed? *Iron casings & fore & after in usual manner*

State size Main Hatch *19' 11" x 12' 6"* Fore Hatch *11' 11" x 10' 0"* Quarter Hatch *14' 11" x 12' 0" & 11' 11" x 12' 0"*

If of extraordinary size, state how framed and secured? *Yes*

What arrangement for shifting beams? *Deep web plate beams in No 2 and 3 hatchways*

Hatches, If strong and efficient? *Yes Solid 3" and Slack gratings*

Order for Special Survey No. *2184*
Date *19 June 1888*
Order for Ordinary Survey No. *1*
Date *19 June 1888*
No. *1414* in builder's yard.
State dates of letters respecting this case *26/4/88 2/7/88 1/8/88 20/8/88 2/11/88*

General Remarks (State quality of workmanship, &c.) *This is a "three decked" steel screw steamer, having a topgallant forecabin, bridge house and poop. She has been built in accordance with the approved plans attached hereto, the Rules generally, and the several clauses, six in number, of the Committee's memorandum dated 26th April 1888. The Committee's circulars relating to the use of steel have also been carried out, and the water ballast tanks have been tested with water pressure as required by the Rules and found satisfactory.*

The materials and workmanship are good.

The iron stream chain cable will be put on board the vessel at Liverpool when she will proceed in a few days to complete her loading, and the Liverpool surveyors have been informed accordingly.

State if one, two, or three decked vessel, and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Paint and Cement* Outside *Paint and Composition*

I am of opinion this Vessel should be Classed *100 A Steel* (when the stream chain cable has been supplied)

The amount of the Entry Fee *£ 5* is received *20/4/88*

Special *£ 114* 1: 6 *20/4/88*

(to be sent as per margin). Certificate *FRIDAY 28 APRIL 1889*

Committee's Minute *100 A Steel*

Character assigned *100 A Steel*

+ Lmb 4/89

Lil BCB

26/4/89

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

It is submitted that this vessel appears eligible to be classed 100 A. 1. Steel as recommended subject to 90 fathoms of 1 1/2" stream chain being put on board at Liverpool as proposed.