

REPORT of SURVEY for REPAIRS, &c.

No. 10032 Date of Writing Report 1890 Port of Glasgow Received in London Office, WED 6 AUGUST 1890
 No. in Reg. Book. 163 Survey held at Glasgow Date, First Survey 23rd July Last Survey 4th August 1890
on the Steel O. B. "Pegu" (No. of Visits) 1 Master Taylor

TONNAGE:—
 NET 239 Built at Dumbarton By whom W. Denny & Bros When 1879 4
 GROSS 366 Owners Brit & Burmese O. M. Co. Port belonging to Glasgow
 UNDER DECK 33 1/2 Owner's Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Name of Dock Foran Destined Voyage Rangoon

Length of Poop 9 1/2 ft.: of Forecastle 18 ft.: of Raised Or. Deck 18 ft.: Moulded Depth 10 1/2 ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 35078 Port Liverpool Classed 100A1
27/8 4.89

(State clearly the cause of Repairs if any, and, if stated, the nature and extent of the damage and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Annual Survey

The vessel placed in dry dock. The bottom examined. Scraped & repainted.

The owners intended taking off the plates for removal of indentations, referred to in reports quoted above, but it being the workmen's annual holidays it was found impracticable to get the riveters to work and the Owners consequently deferred dealing with these plates until she is next placed in dry dock about 12 months hence.

Apart from the unsightliness these plates are apparently unaffected, they being wholly free from fracture & the riveting to same is perfectly sound.

This vessel was fitted with the Electric light in 1894 by her Builders Messrs W. Denny & Bros. The single wire system has been adopted, double being alone fitted in vicinity of the Compasses. The insulation is of the best vulcanized india rubber.

PRESENT CONDITION OF THE		Blank (Bottom) & Counter		Ceiling		Boats	
Decks	<u>Good</u>	Treenails or Rivets	<u>4</u>	Rudder	<u>4</u>	Masts, Yards, &c.	<u>4</u>
Overways	<u>4</u>	Breasthooks and Stemson	<u>4</u>	Windlass & Capstan	<u>4</u>	Condition, how ascertained	<u>From D^{rs}</u>
Stings	<u>4</u>	Transoms, Pointers, & Crutches	<u>4</u>	Pumps	<u>4</u>	Sails	<u>Good</u>
For Dk. Beams & Fastenings	<u>4</u>	Timbers of Frame at the opening	<u>1</u>	Cement (if Iron Ship)	<u>4</u>	Anchors No. of	<u>3 B. 4. 2 K.</u>
For Dk. Beams & Fastenings	<u>1</u>	Ditto ditto at other places	<u>4</u>	Caulking of Bot'm, D'k, & Wat'rways	<u>4</u>	Cables	<u>Just seen</u>
Plank sheers	<u>4</u>	Keelsons	<u>4</u>	Copper, or Y.M. (State if on Felt.)	<u>4</u>	Hawsers & Warps	<u>4</u>
Wheelstrakes	<u>4</u>	Clamps & Shelves	<u>4</u>	When put on	<u>4</u>	Standing & Running Rigging	<u>4</u>
Topsides	<u>4</u>					Hatches	<u>4</u>
Wales	<u>4</u>						
Engine Room Skylights	<u>4</u>	Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Scuppers	<u>Good</u>	Cargo & Main Hatchways	<u>Good</u>

General Observations, Opinion as to Class, Recommendation, &c.:

In my opinion this vessel is eligible to remain as classed & to have record of fls 8.90

Entry Fee (if chargeable) per Scale I., Sec. 27...	£				
Office Fee (if chargeable) per Scale I., Sec. 27...	£				
Survey Fee (per Section 28)	£				
Special on Damage, Fee (if any) (per Sec. 28)...	£				
*Certificate (if required) to be sent as per margin	£				
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any)	£				
Committee's Minute	£				
Character Assigned					

Fees applied for,

18

Received by me,

18

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

Glasgow

O.O. "Pegu" —

with separators to intercept sulphur. All the main leads are run from engine room below upper deck forward and aft encased in lead pipes covered with wood.

Each circuit has a fusible cut out at the switch board and where deemed necessary at the branches.

So far as practicable to examine the insulation & installation appear to be of an efficient character. The owner, Capt. J. M. Fraser, states that no repairs or alterations have been required but that the lighting has proved satisfactory from the first.

J. L.