

## WOOD SHIP.

W860-0089

6161 MONSIEURS

No. 319 Survey held at Rangoon Date, First Survey 1-9-18 Last Survey 13-10-1919  
Wood Barquentine Hyastan Master H. C. G. Brown  
Built at Rangoon When built 1919 Launched 28<sup>th</sup> June 1919  
By whom built Eastern Ship Bldg Coy. Owners A. C. Martin Esq.  
Port belonging to Rangoon Destined Voyage Calcutta  
If Surveyed while Building, Afloat, or in Dry Dock Building

Length as per Section 89	170	Extreme Breadth Outside...	39	6	Depth of Hold	17	1	No. of Decks with Flat laid	One
Length of Keel	190	Round of Beam	3	2	Depth from limber-strakes to under side of lower deck beam	7	6	No. of Tiers of Beams	Two
					Depth, Moulded	18	11		

CANTLING OF TIMBER.						REQUIRED PER RULE OR AS APPROVED.						THICKNESS.		Dimensions of Ship per Register.	
IN SHIP.			MOULDED.			IN SHIP.			MOULDED.			In Ship.		Per Rule or as Approved.	
SIDED.	Middle.	Ends.	SIDED.	Middle.	Ends.	SIDED.	Middle.	Ends.	SIDED.	Middle.	Ends.	In Ship.	Per Rule or as Approved.	In Ship.	Per Rule or as Approved.
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
TIMBER AND SPACE															
Floors	double	14 3/4	29 1/2	29 1/2	14 3/4	29 1/2	29 1/2	14 3/4	29 1/2	29 1/2	14 3/4	29 1/2	29 1/2	14 3/4	29 1/2
Foothooks		28	28		28	28		28	28		28	28		28	28
and Ditto		27	27		27	27		27	27		27	27		27	27
and Ditto		25	25		25	25		25	25		25	25		25	25
Top Timbers		21	21		21	21		21	21		21	21		21	21
Deck Beams	No 57 Average Space 3' 6" 7/8	14 3/4	29 1/2	29 1/2	14 3/4	29 1/2	29 1/2	14 3/4	29 1/2	29 1/2	14 3/4	29 1/2	29 1/2	14 3/4	29 1/2
Deck Beams, length amidships		15 1/2	15 1/2		15 1/2	15 1/2		15 1/2	15 1/2		15 1/2	15 1/2		15 1/2	15 1/2
Hold Beams, length amidships		36 1/2			36 1/2			36 1/2			36 1/2			36 1/2	
Keel		16	16		16	16		16	16		16	16		16	16
Carphs of Ditto	6' 9"														
Keelsons	17 1/2														
Carphs of Ditto	6' 9"	12	12	12	12	12	12	12	12	12	12	12	12	12	12

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or Y.M. in Ship.			Iron in Ship.			Size required per Rule.			Copper or Y.M. in Ship.			Iron in Ship.			Size required per Rule.		
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Keel-Knee, and Deadwood abaft...	1 1/2	1 1/2				6 x 3	6 x 3		Hold Beam	Waterway	1 1/8	1 1/8					
Carphs of Keel, No. 5	1 1/2	1 1/2				6 x 2	6 x 2		Bolts in	Knees	1 1/4	1 1/4					
Keelson Bolts through Keel at Floor	1 1/2	1 1/2				3/4	3/4		Deck Beam	Waterway	1 1/4	1 1/4					
through Heels of Timbers against Deadwood	1 1/4	1 1/4				1 1/4	1 1/4		Bolts in	Knees	1 1/4	1 1/4					
Frame Bolts	1	1				5/8	5/8		Nails or Bolts in Flat of Deck		5/8	5/8					
Transoms and throats of Hooks						3 1/2	3 1/2		Treenails	1 1/2	1 1/2	1 1/2					
Arms of Hooks																	
Thro' Bilge and Limber Strakes																	
Thickstuff over Double Floors																	
Butt End Bolts																	
Short Bolts in Ceiling																	
Pintles of the Rudder																	

The Space between the Floor Timbers and Lower Foothooks is 18 3/4 Inches. The Space between the Top-Timbers is 18 3/4 Inches.

The Floors consist of 1<sup>st</sup> class Teak The First Foothooks of 1<sup>st</sup> class Teak

The Second Foothooks of " The Third Foothooks and Top Timbers of Teak

The Main Keelson is " and is free from all defects. The Shifts of the First and Second Foothooks are not less than 5' 0"

The Keelson is " N.B.—When less than prescribed by the Rules, state how many.

The Transoms, Knightheads, Hawse Timbers, &amp; Aprons of Teak ditto.

Deadwood, of Teak and ditto.

The Stem, and Stern Post of Teak ditto.

The Deck and Hold Beams of Teak

Breasthooks of Iron &amp; Teak Knees of 6 x 3" to 2" Iron

The Main piece of Rudder of Teak Windlass of Iron

The Keel of Teak

The Shifts of the Planking are not less than 5 Feet

and if partial, in what part of the Ship. The Planking is wrought in full between, and without step-butt.

The Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Teak

From the above named height to the Wales Teak

The Wales and Black-strakes Teak

The Spirketting and Plank-sheers Teak

The Decks Teak State of 1<sup>st</sup> class

The Shifts of the Planking are not less than 5 Feet

and if partial, in what part of the Ship. The Planking is wrought in full between, and without step-butt.

The Planking Inside.—The Limber-strakes and Bilge-strakes are Teak

The Ceiling, Lower Hold, and between Decks Teak

ASTENINGS.—To Hold Beams Bolted through shelf and clamps with 1 1/4 bolts and hanging knees fitted to every beam

do

do

do

do

do

do

do

do

do

do

do

do

do

do

do

do



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			
		Owls.	qrs.	lbs.	Owls.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.				lbs.		
81419	1st Bower	30	3	2	8	1	5	29	5	2	14	27	3	-	Iron Stock	L.P.H.-N. de Green 21 1/2	22 3/4			
80113	2nd "	29	2	12	7	3	20	28	6	3	14	27	3	-				"	"	"
81420	3rd "	26	2	7	7	-	11	26	1	3	14	27	3	-				"	"	"
	Collective weight	86	3	21								83	1	-						
81414	Stream	9	1	13	2	2	3	"	9	-	7	8	3	-		H. Green 21 1/2				
81073	Kedge	4	3	17	1	1	15	7	7	2	-	4	2	-		W.A. Ryddall 19 1/2				
	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	Fathoms and Size per Rule					
				Supplied	Per Rule														
26920	135	1 3/4	55.2.2	210	1-15	270 fms 1 3/4	Stud link		L.P.H.-CH. L.E. Want 29 1/4	TOWLINE	90	10 1/2 hemp	90 fms 10 1/2						
26932	135	1 3/4	55.2.2	210	1-15					HAWSER	90	9	90 - 9						
26685/22689	150	1 3/4	55.2.2	210	1-15	75 - 1 3/4			19 3/4	WARP	90	5 1/2	90 - 5 1/2						

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 as per sail plan and the following spare sails: 1 fore topmast staysail, 1 fore sail, 1 fore lower topsail, 1 main sail, 1 mizen sail.

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

Windlass, present state is good Capstan good Rudder good Pumps good

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 & bolted through carling State size 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

Order for Special Survey, No.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed
Date		2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.	as per Section 35.	3rd. When completed and before the plank be painted or payed
Date		

No. 1 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 some 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 are now being prepared copies of which I expect to be able to forward you by next mail. The Donkey boiler fitted on board the vessel is 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 Mr 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 timber & coppied over tarred felt with 18 oz. copper. When last done

I am of opinion this Vessel should be Classed AI. 10. B. 100 tk.

The Amount of the Entry Fee £ 50/- Fees applied for, 14-10-1919

Special £ 106 1/4 Received by me, 14. 10. 1919

Certificate... £

Traveling Expenses, if any, £

Committee's Minute FRI JAN. 30. 1920

Character assigned All minute on further report



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