

## STEEL STEAMER or MOTORSHIP.

Received at London Office 25 MAR 1929

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *20 March 1929* Port of *Lith* No. *17545*  
Survey held at *Burntisland* Date First Survey *22 June 1928* Last Survey *15 March 1929*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *SS. "PENYBRYN"*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *P. B. & F.*TONNAGE under 3883.17  
Tonnage Deck...CLASS *+100A1*State if with freeboard as condition of Class *No*Built at *Burntisland*Launched *26 January 1928* Yard No. *150*Builders *The Burntisland S.B.C. Co.*Owners *Lundegaard and Sønner*

Managers (Where necessary to be entered in Reg. Book.)

Residence *Farsund*Port of Registry *Farsund*

If surveyed while building, afloat, or in dry dock

*While building*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage *4251.45*Register Tonnage *2635.40*REGISTERED DIMENSIONS.  
FEET.Length *371.0*Breadth *51.4*Depth *25.2*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 368.0*Breadth (greatest moulded) *B 51.16*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 27.54*1st Longitudinal Number (L x D) *= 10136*2nd Numeral L x (B + D) *= 28965*Framing Depth "d," at middle of length. See Sec. 3 (1d) *23.94*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.36*Do. Long Bridge to top of keel *10.24*Draught Moulded *23.95*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships <i>128</i>	<i>28</i>		Bracket Floors, Frame <i>L 6 3 1/2 36</i>	<i>6 3 1/2 36</i>	
from 128 to Collision Bulkhead	<i>27</i>		Reversed Frame <i>L 5 1/2 3 36</i>	<i>5 1/2 3 36</i>	
from 128 to Collision Bulkhead	<i>24</i>		Vertical Struts <i>two 5 x 3 x 3 x 38</i>	<i>5 x 3 x 3 x 38</i>	
from 128 to Collision Bulkhead	<i>26</i>		Centre Girder, depth and thickness amidships <i>one 6 1/2 x 3 x 40 5 at mid girder</i>	<i>40 50 10 40</i>	
from 128 to Collision Bulkhead	<i>26</i>		top Angles <i>6 6 48</i>	<i>6 6 48</i>	
from 128 to Collision Bulkhead	<i>26</i>		bottom Angles <i>6 6 54 1/2 50</i>	<i>6 6 54 1/2 50</i>	
from 128 to Collision Bulkhead	<i>26</i>		Side Girders, No. each side and thickness <i>one 36</i>	<i>one 36</i>	
from 128 to Collision Bulkhead	<i>26</i>		Margin Plate depth (excl. of flange) and thickness <i>34 47</i>	<i>34 47</i>	
from 128 to Collision Bulkhead	<i>26</i>		Vertical Angle to Tank side Bracket abaft 1/2 len. from stem <i>6 6 44</i>	<i>6 6 44</i>	
from 128 to Collision Bulkhead	<i>26</i>		Vertical Angle to Tank side Bracket forward 1/2 len. from stem <i>6 6 43</i>	<i>6 6 43</i>	
from 128 to Collision Bulkhead	<i>26</i>		Gussets, spacing and scantling abaft 1/2 len. from stem <i>every frame 3 1/2 3 1/2 44</i>	<i>every frame 3 1/2 3 1/2 44</i>	
from 128 to Collision Bulkhead	<i>26</i>		Gussets, spacing and scantling forward 1/2 len. from stem <i>every frame 3 1/2 3 1/2 44</i>	<i>every frame 3 1/2 3 1/2 44</i>	
from 128 to Collision Bulkhead	<i>26</i>		Tank Side Brackets, height above base line at toe of Frame and thickness <i>66 3/4 44</i>	<i>66 3/4 44</i>	
from 128 to Collision Bulkhead	<i>26</i>		INNER BOTTOM PLATING.		
from 128 to Collision Bulkhead	<i>26</i>		Breadth and thickness of Middle Line Strake <i>53 1/2 48</i>	<i>53 1/2 48</i>	
from 128 to Collision Bulkhead	<i>26</i>		Thickness of remainder in Holds <i>41 1/2 37 1/2</i>	<i>41 1/2 37 1/2</i>	
from 128 to Collision Bulkhead	<i>26</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? <i>yes</i>	<i>yes</i>	
from 128 to Collision Bulkhead	<i>26</i>		BEAMS.		
from 128 to Collision Bulkhead	<i>26</i>		Uppermost Continuous Deck, amidships in Wells, Angle, E or L <i>10 3 1/2 43</i>	<i>10 3 1/2 43</i>	
from 128 to Collision Bulkhead	<i>26</i>		in way of Bridge, Angle, E or L <i>10 3 1/2 43</i>	<i>10 3 1/2 43</i>	
from 128 to Collision Bulkhead	<i>26</i>		Spacing <i>24</i>	<i>24</i>	
from 128 to Collision Bulkhead	<i>26</i>		Second Deck, amidships, Angle, E or L		
from 128 to Collision Bulkhead	<i>26</i>		Spacing		
from 128 to Collision Bulkhead	<i>26</i>		Third Deck, amidships, Angle, E or L		
from 128 to Collision Bulkhead	<i>26</i>		Spacing		
from 128 to Collision Bulkhead	<i>26</i>		Fourth Deck, amidships, Angle, E or L		
from 128 to Collision Bulkhead	<i>26</i>		Spacing		
from 128 to Collision Bulkhead	<i>26</i>		Poop Deck, Angle, E or L <i>4 as 6 3 32</i>	<i>4 as 6 3 32</i>	
from 128 to Collision Bulkhead	<i>26</i>		Spacing <i>24</i>	<i>24</i>	
from 128 to Collision Bulkhead	<i>26</i>		Bridge Deck, Angle, E or L <i>8 3 38</i>	<i>8 3 38</i>	
from 128 to Collision Bulkhead	<i>26</i>		Spacing <i>28 20 20</i>	<i>28 20 20</i>	
from 128 to Collision Bulkhead	<i>26</i>		Forecastle Deck, Angle, E or L <i>as per plan</i>	<i>as per plan</i>	
from 128 to Collision Bulkhead	<i>26</i>		Spacing <i>27 1/2 48</i>	<i>27 1/2 48</i>	



# PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	<i>one</i>		Stringer Plate, breadth and thickness in way of Bridge .....		
"    in 'tween Decks, Size and Spacing.....	<i>Poop 2 5/8 48</i>		Thickness of Plating abreast Deck openings in way of Wells .....		
"    "    " <i>Focle</i> .....	<i>2 3/4 56</i>		Thickness of Plating abreast Deck openings in way of Bridge .....		
"    in Holds.....	<i>Pillars at center line at</i>		Thickness of Plating within line of openings.....		
<b>Centre Line Bulkhead.</b>	<i>For and aft and</i>		If Sheathed, material and thickness .....		
Stiffeners and Spacing.....	<i>with stiffness as per plan.</i>		<b>Third Deck.</b>		
Plating, thickness of .....	<i>30</i>		Stringer Plate, breadth and thickness.....		
<b>STRINGERS AND DECKS.</b>			If Plated, state thickness.....		
<b>Uppermost Continuous Deck.</b>			<b>Fourth Deck.</b>		
Stringer Plate, breadth and thickness in Wells.....	<i>in per Profile Deck plan</i>		Stringer Plate, breadth and thickness.....		
"    "    "    in way of Bridge.....	<i>54 37</i>		If Plated, state thickness .....		
"    Angle in Wells .....	<i>6 6.64</i>		<b>Poop Deck.</b>		
Thickness of Plating abreast Deck openings in way of Wells .....	<i>56</i>		Stringer Plate, breadth and thickness .....	<i>34 34</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>34</i>		Plating, Sheathing, material and thickness .....	<i>26 2 1/2 w</i>	
Thickness of Plating within line of openings.....	<i>32 38</i>		<b>Bridge Deck.</b>		
If Sheathed, material and thickness .....			Stringer Plate, breadth and thickness.....	<i>54 50</i>	
<b>Second Deck.</b>			Plating, Sheathing, material and thickness .....	<i>42 5 34</i>	
Stringer Plate, breadth and thickness in Wells.....			<b>Forecastle Deck.</b>		
			Stringer Plate, breadth and thickness.....	<i>Plating 33</i>	
			Plating, Sheathing, material and thickness .....		

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing or to cr. Inches.	
FLAT PLATE KEEL .....	<i>63<sup>3</sup>/<sub>4</sub></i>	<i>72</i>	<i>64</i>	<i>64</i>		<i>Double</i>	<i>1</i>	<i>3<sup>1</sup>/<sub>2</sub></i>	<i>Angle</i>	<i>1</i>	<i>3<sup>7</sup>/<sub>8</sub></i>	<i>Lapped</i>
„ DBLG. (if any) ✓									<i>Tube</i>	<i>7/8</i>	<i>3<sup>1</sup>/<sub>8</sub></i>	
BOTTOM PLATING, No. of Strakes ..... <i>3</i>	<i>82<sup>5</sup>/<sub>8</sub></i>	<i>57</i>	<i>45</i>	<i>45</i>		<i>Double</i>	<i>7/8</i>	<i>3<sup>1</sup>/<sub>2</sub></i>	<i>Tube</i>	<i>7/8</i>	<i>3<sup>1</sup>/<sub>8</sub></i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes ..... <i>1</i>	<i>76<sup>3</sup>/<sub>4</sub></i>	<i>57</i>	<i>45</i>	<i>45</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes ..... <i>3</i>	<i>82<sup>5</sup>/<sub>8</sub></i>	<i>57</i>	<i>43</i>	<i>43</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>52</i>	<i>64</i>	<i>see profile + Deck Plan</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>Angle</i>	<i>1</i>	<i>3<sup>7</sup>/<sub>8</sub></i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>72<sup>3</sup>/<sub>8</sub></i>	<i>57</i>	<i>43</i>	<i>42</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>Tube</i>	<i>7/8</i>	<i>3<sup>1</sup>/<sub>8</sub></i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>51 x 66 (min) see profile + Deck Plan</i>											
STRAKE BELOW Sheer-strake in Bridge ...	<i>57</i>					<i>Double</i>	<i>7/8</i>	<i>3<sup>1</sup>/<sub>2</sub></i>	<i>Tube</i>	<i>7/8</i>	<i>3<sup>1</sup>/<sub>8</sub></i>	<i>Lapped</i>
POOP SIDE PLATING .....				<i>37</i>		<i>Angle</i>	<i>3/4</i>	<i>3</i>	<i>Angle</i>	<i>3/4</i>	<i>2<sup>5</sup>/<sub>8</sub></i>	<i>"</i>
BRIDGE SIDE PLATING ...	<i>63</i>					<i>Double</i>	<i>7/8</i>	<i>3<sup>1</sup>/<sub>2</sub></i>	<i>Angle</i>	<i>7/8</i>	<i>7/8</i>	<i>"</i>
FORECASTLE SIDE PLATING			<i>42</i>			<i>Angle</i>	<i>3/4</i>	<i>3</i>	<i>Angle</i>	<i>3/4</i>	<i>2<sup>5</sup>/<sub>8</sub></i>	<i>"</i>

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>				
Extending to Upper Deck (Sec. 3 c) .....	<i>6</i>			
"    Deck next below .....	<i>6</i>			
As per Rule .....				
	STIFFENERS.			
	VERTICAL.		HORIZONTAL.	
	Plating Thickness.	Scantlings.	Scantlings.	Spacing.
Plating in way of bridges.....	<i>45</i>			
MIDSHIP BULKHEAD, Upper 'tween decks.....	<i>Frame No 35</i>	<i>39 31</i>	<i>12 x 3 1/2 x 54</i>	<i>5</i>
"    Second .....	<i>62 39 30</i>	"	"	"
"    Third .....	<i>81 45 30</i>	"	"	"
"    Holds .....	<i>127 40 32</i>	<i>12 x 3 1/2 x 3 1/2</i>	<i>55</i>	<i>5</i>
COLLISION .....	<i>152 44 26</i>	<i>7 x 3 x 34</i>	<i>6</i>	<i>24</i>
AFTER PEAK .....	<i>12 70 70</i>	<i>8 x 3 x 36</i>	<i>6</i>	"

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....				<i>FLAT PLATE</i>
STEM .....				<i>9 x 2 1/16 RS Bar</i>
STERN FRAME { Propeller Post .....	<i>Forging</i>	<i>10 x 7/16</i>	<i>JS Forster &amp; Sons Ltd</i>	
{ Rudder .....	"	<i>9 x 7/16</i>		
RUDDER—A x D.....		<i>32 x 6</i>		
Speed of Vessel.....		<i>10 knots</i>		
RUDDER mainpiece at head .....	<i>FORGING</i>	<i>8 1/2 dia</i>	<i>JS Forster &amp; Sons Ltd</i>	
"    heel .....		<i>6 1/16 x 7</i>		
"    how constructed .....	<i>Forged frame scarphed to head</i>			
"    double or single plate .....	<i>Double</i>			
"    coupling, vertical or horizontal .....	<i>Vertical</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) .....
	<i>A Scotland Ltd - David Colville &amp; Sons Ltd</i>
	<i>Cargo Fleet Iron Co Ltd</i>
	Has the Steel been tested as required by the Rules? <i>yes</i>



EQUIPMENT No. 31093

LETTER X

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor	Makers.	Where and when tested and Superintendent.
61745	1st Bower	Cwts. qrs. lbs. 57 0 7	Cwts. qrs. lbs. /	Tons cwt. qrs. lbs. 46 12 2 0	56-1-0	Swivel type	Tipton	14/12/28 WAD
61744	2nd "	57 0 0	/	46 12 2 0	56-1-0	"	"	"
17693	3rd "	47 2 0	/	40 8	47-2-0	"	Cardiff	31/12/28 aj
17694	Collective weight.	161 2 7	/		160-0-0			
	Stream	160 0 4 07	/		15-0-0	Common type	Cardiff	31/12/28 aj

## CHAIN CABLES.

## HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and Size per Table 53.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire.	Length and Size per Table 53.
	Length. Diam.	Statutory. Breaking.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
326082170	2 1/8 8 1/2	113 1/2	621-1-7 608-3-0	270 7/8	SL	Cardiff	14/12/28 aj	TOWLINE	120 4 1/2	39.2	120 4 1/2
								HAWSERS & WARPS	20 90 2 1/2	13.5	20 90 2 1/2
									20 90 2 1/2	12.5	20 90 2 1/2
Iron Stream Chain or Steel Wire	90 3/4 4 1/2	39.2		90 4 1/2							

Steering Gear, Steam

John Lynn &amp; Co Ltd.

Steering Gear, Hand

Bream &amp; Reliving Tachet

Boats

8 life boats

Steering Chains, Size and Test

1 1/4 dia

18 3/4 Tons

Windlass

Emmerson Walker Ltd

Ceiling in Holds, thickness and material

2 1/2" W. Wood hatchway

Cargo Battens, thickness, material and spacing

6" x 2" W. Wood 15

Cargo Hatchways. (Upper Deck)

5 1/2" steel plates &amp; rivets

Thickness of Hatches

3" x 2 1/2"

Size of No. 1 Hatchway (Forward)

29' 3" x 19' 1 1/2" No. 2 30' 4" x 19' 1 1/2" No. 3 23' 4" x 19' 1 1/2" No. 4 30' 4" x 19' 1 1/2" No. 5 30' 4" x 19' 1 1/2" No. 6

Number of Shifting Beams and/or Fore and Afters

N° 1 (4), N° 2 (4), N° 3 (3), N° 4 (4), N° 5 (4).

FOR THE BURNISLAND SHIPBUILDING COMPANY LTD

Builder's Signature

Wing &amp; Co

MANAGING DIRECTOR

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel

(b) whether the vessel, not being

an oil tanker, is fitted for carrying oil as cargo

The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This Vessel has been built in accordance with the Approved Plans and in general conformity with the Rules. The material and workmanship are good. The Double Bottom Tanks, the Fore and After Peck Tanks, the weather Decks, shaft tunnel, & the W.T. Bulkheads have been tested in accordance with the Rules Requirements and the results of tests were satisfactory. The W.T. Doors & Steering gear & the Windlass have been run in good working order - The freeboard marks have been set upon the Vessel's sides and Verified.

The steel plating of the frame is of Rule thickness. The following plans are forwarded herewith: - Midship Section, Profile & Deck, Stem Frame, Pumping Plan, Steam Line Plan on Main Post, Rudder Plan. Also two forging reports.

The amount of Entry Fee ..... £ 8 : 0 : 0

Fees applied for,

23-3-1929

Special Survey Fee.... £ 287 11 : 0

Received by me,

Travelling Expenses, if any £ 5 : 17 : 6

14.5.29

Freight 9 3 4

State whether the Vessel has been built under Special Survey

yes

I am of opinion the Vessel should be Classed + 100A1.

Signature

Frank Pearce

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Hull &amp; Co

Date of issue

15/5/29

Committee's Minute

TUE 26 MAR 1929

Character assigned

+ 100A1

Lloyd's as per

thine 3. 29. 01

DB - 120/16

Write to

M4



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Lloyd's Register Foundation



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and the Plans should be embodied.)

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 33-2-19 MCB 3967 29/10/28  
2nd „ 33-2-16 MR 3966 29/10/28  
3rd „ ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29.42 ft., R.Q.D. ✓ ft., Bridge 233.03 ft., Forecastle 34 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated not joined

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 10<sup>th</sup> St.

Official No. ✓ ; Signal Letters LHDF Is bottom of Vessel coated with cement Yes in B.S. particulars of composition solid cement over ironing, cement wash elsewhere

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft, Ford N <sup>o</sup> 1	56.33	135	Fore peak tank,	18.02	
Double bottom, under Engines and Boilers, N <sup>o</sup> 2	109.67	473	After peak tank,	24.0	
Double bottom, if under Engines only, N <sup>o</sup> 3 4 13	39.67	142	Deep tank, aft,		
Double bottom, if under Boilers only, N <sup>o</sup> 5	65.33	262	Deep tank, forward,		
Double bottom, forward, N <sup>o</sup> 6	51.33	91	Other tanks, if fitted,		
Total capacity of double bottom	1133		(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.					

Order for Special Survey No. 171

Date 11 July 1928

Dates of Surveys held while building

1928- June 22, July 3, 10, 14, Sept 5, 10, 18, 25, Oct 2, 9, 17, 23, Nov 1, 7, 14, 20, 27, 30, Dec 4, 11, 14, 18, 21, 26, 28, 31.  
1929- Jan 8, 15, 18, 23, 26, 30, Feb 1, 5, 22, 26, Mar 4, 8, 12, 14, 15

Total No. of Visits