

STEEL STEAMER or MOTORSHIP.

Received at London Office 20 FEB 1928

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 *18th February 1928* Port of *Leith* No. *17329*
Survey held at *Leith* Date First Survey *14 March 1927* Last Survey *17 February 1928*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *TSS "LYNER BROOKE"*
State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantlings without tonnage openings* State Type of Erections *Pop Budge fore derrick connected*

TONNAGE under 1133.37 CLASS *+100A1* State if with freeboard as condition of Class *no* Built at *Leith*

Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *240.0* Launched *10 November 1927* Yard No. *264*

1133.37 Breadth (greatest moulded) *41.167* Builders *Pamag & Ferguson LA*
1669.76 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *17.58* Owners *Darawaan SSC & Co*

712.52 1st Longitudinal Number (L x D) *4219* Managers *✓*
2nd Numeral L x (B + D) *14098* (Where necessary to be entered in Reg. Book.)

RED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *16.58* Residence *Leith*

240.7 Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.65* Port of Registry *Leith*

41.3 Do. Long Bridge to top of keel *9.57* If surveyed while building, afloat, or in dry dock *while building*
16.15 Draught Moulded *LR 16'-0 1/4" BT 15'-4 1/2"*

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.
Spacing amidships	25 ✓		Bracket Floors, Frame		
" from 1/2 length to Collision bulkhead	25 ✓		" " Reversed Frame		
" in peaks	24 ✓		" " Vertical Struts		
ING.			Centre Girder, depth and thickness amidships	38 41 32 1/2 approved	
Midships, Angle, E or C	7 3 35 ✓		" " top Angles double	3 3 39 ✓	
" Extends up to	Upper Dk		" " bottom Angles double	3 1/2 3 1/2 41 ✓	
Frame Amidships, Angle			Side Girders, No. each side and thickness	Two 24 1/2 Engine Room	
" Extends up to			Margin Plate depth (excl. of flange) and thickness	29 37 23 or approved	
Framing Girder	7 ✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 4 45 6 x 3 x 36 T approved	
Uppermost Continuous 'tween Decks, Angle, E or C	4 1/2 3 34 ✓		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
Second 'tween Decks, Angle, E or C			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem		
in Peaks, Angle, E or C	5 1/2 3 30 28 approved		Tank Side Brackets, height above base line at toe of Frame and thickness	44 36 ✓	
and Spacing of Rivets through Frame and Shell Plating amidships	3/4 7 diam & 6 c.		INNER BOTTOM PLATING.		
Frame Joggled	yes		Breadth and thickness of Middle Line Strake	35 38 42 x 37 approved	
FRAMING (Sec. 7), state system and particulars	Frames 8 1/2 x 37 x 46 P at 25" spacing Two side stringers		Thickness of remainder in Holds	yes	
FINISHING OF BOTTOM FOR	Frames 4 1/2 x 42 x 41		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?	yes	
State Particulars	Side Keelsons P & S		BEAMS.		
TTOM.			Uppermost Continuous Deck, amidships	See P. B & F plan	
Depth and thickness at mid-line in Holds	27 41 51 63 ✓		" " in way of Bridge, Angle, E or C	✓	
Height of Brackets at side above base line at toe of frame	6 3 1/2 43 53 63 ✓		Spacing		
Line Keelson, on Floors, Angles, E or C	30 1/2 39 49 63 ✓		UPPER		
" " Through Plate or Intercoastal Plate	✓		Second Deck, amidships, Angle, E or C	11 3 1/2 46 10 1/2 x 3 1/2 x 40 approved	
" " Foundation Plate on Floors	✓		Spacing	alternating frames	
" " Flat Plate Keel Angles	3 1/2 3 1/2 50 double ✓		Third Deck, amidships, Angle, E or C		
Side Keelsons, No. each side	2 ✓		Spacing		
" " thickness of Intercoastal Plate	35 45 63 ✓		Fourth Deck, amidships, Angle, E or C		
" " Angles	top 29 x 3 1/2 x 44 bottom 3 x 3 x 35 ✓		Spacing		
DOUBLE BOTTOM. In Eng. Room only	41 @ 25" spacing		Poop Deck, Angle, E or C	8 1/2 3 40 8 1/2 x 3 x 38 approved	
Solid Floors, thickness and spacing	✓		Spacing	all frames	
" " Are Frame and Reversed Frame joggled?	yes		Bridge Deck, Angle, E or C	8 1/2 3 40 20 ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	all frames	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, E or C	8 1/2 3 40 20 ✓	
			Spacing	all frames	

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows			Stringer Plate, breadth and thickness in way of Bridge	52" - 34" 43" approved	
" in 'tween Decks, Size and Spacing.....		one ✓ at Hatchways and cut as per Profile & Deck Plan	Thickness of Plating abreast Deck openings in way of Wells	31 30 approved	
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge	31 - " -	
" in Holds " " " "		one ✓ and as per Profile & Deck Plan	Thickness of Plating within line of openings..	31 - " -	
" " " " " "			If Sheathed, material and thickness	Teak 2 1/2" ✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of			If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck. P.B. & Fochl ✓			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	1 1/4 3/4 ✓		If Plated, state thickness		
Thickness in way of Bridge		the inner in way of string in mid. as approved	Poop Deck.		
" " " " " "			Stringer Plate, breadth and thickness		
" Angle in Wells	3 1/2 3 1/2 40 ✓		Plating, Sheathing, material and thickness		
Thickness of Plating abreast Deck openings in way of Wells	31 ✓		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	31 ✓		Stringer Plate, breadth and thickness.....		See Uppermost continuous deck
Thickness of Plating within line of openings..	31 ✓		Plating, Sheathing, material and thickness		
If Sheathed, material and thickness	Teak 2 1/2" ✓		Forecastle Deck.		
Second Deck. UPPER D¹ ✓			Stringer Plate, breadth and thickness		
Stringer Plate, breadth and thickness in Wells	as per plan 3/4 ✓		Plating, Sheathing, material and thickness		

[illegible]

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)	7	(6 Bulkheads)
" Deck next below	1	
As per Rule	4	

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	<i>Forging</i>	<i>7 x 1 7/8</i>	<i>Belando</i>	<i>High Bend</i>
STERN FRAME {	Propeller Post <i>Cast Iron</i>	<i>Shuttlcraft</i>	<i>James</i>	<i>Springfield</i>
	Rudder <i>Forging</i>	<i>2 3/8</i>		<i>East</i>
RUDDER—A x D		<i>15 1/2</i>		
Speed of Vessel		<i>12 1/2</i>	<i>Knots</i>	
RUDDER mainpiece at head	<i>Forging</i>	<i>6 1/4"</i>	<i>3 1/2" over</i>	<i>75 Fother's</i>
" " heel		<i>4 1/4"</i>	<i>3 1/2" over</i>	
" " how constructed		<i>4 arm</i>	<i>mainpiece</i>	<i>8 ft. Rudder</i>
" " double or single plate		<i>Single</i>		
" " coupling, vertical or horizontal		<i>Horizontal</i>		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Wm. Beardmore & Co</i> <i>Reese & Partners & Co</i> <i>Daniel Colville & Sons</i> <i>Stirling & Co</i> <i>Connell & Co</i> <i>James Dunlop & Co</i> <i>O.H.</i>	
	Has the Steel been tested as required by the Rules? <i>yes</i>	

EQUIPMENT No. <i>13953</i> ✓										LETTER <i>X</i> <i>9</i>		ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 33.	Description of Anchor	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
<i>30240</i>	1st Bower	<i>33</i>	<i>1</i>	<i>0</i>				<i>31</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>33-0-0</i>	<i>Pyral Park of Protection</i>	✓	<i>Fundland 16-8-27 BASP</i>
<i>30204</i>	2nd "	<i>33</i>	<i>1</i>	<i>0</i>				<i>31</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>33-0-0</i>	<i>" "</i>		<i>" 28-7-27 JHB</i>
<i>30225</i>	3rd "	<i>28</i>	<i>2</i>	<i>0</i>				<i>27</i>	<i>10</i>	<i>0</i>	<i>0</i>	<i>28-0-0</i>	<i>" "</i>		<i>" 9-8-27 BASP</i>
	Collective weight.	<i>95</i>	<i>0</i>	<i>0</i>								<i>95-0-0</i>	✓		
<i>42947</i>	Stream	<i>8</i>	<i>2</i>	<i>0</i>	<i>2</i>	<i>0</i>	<i>21</i>						<i>Ordinary F.W.</i>	✓	<i>Bradley Heath 27-7-27 Le P</i>

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.	Stations.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Length.	Diam.
40114	240	1 1/8	514	7 3/4	346-0-21	344-3-0	240	1 1/8	34	✓	Caddy, Thom 28-7-27 L.P.	TOWLINE...	90	3 1/2	26	90	3 1/2
												HAWSERS & WARPS	2 @ 90	2 1/4	9 1/2	90	2 1/4
												"	2 @ 90	1 5/8	11	90	5
Iron Steam Chain Steel Wire	75	4"		33			75	4"				"					

Steering Gear, Steam *Claske Chapman* Steering Gear, Hand *Donkin & Co 2 d*
Boats *6 beam ketch boats* Steering Chains, Size and Test *15"* Windlass *Barke Chapman*
Ceiling in Holds, thickness and material *3" WW with 1 1/2" Elm* Cargo Battens, thickness, material and spacing *6 x 2" WW gahart*
Cargo Hatchways.—(Upper Deck) *off steel plates & angles* Thickness of Hatches *3"*
Size of No. 1 Hatchway (Forward) *12'-6" x 0'-0"* No. 2 *25'-0" x 16'-0"* No. 3 *16'-8" x 16'-0"* No. 4 *0'-0" x 16'-0"* No. 5 *16'-0" x 16'-0"* No. 6 *16'-0" x 16'-0"*
Number of Shifting Beams and/or Fore and Afters *No. 1 Berner F.A. No. 2 2 x 3 No. 3 1 x 3*

Builder's Signature Alex Ferguson
DIRECTOR & SECRETARY

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel no (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo no The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This Vessel has been built accordance with the Approved plans and in conformity with the Rules. The materials & workmanship are good. The foreward frames have been cut upon the sides of the Vessel & sonified. The double bottom & after Peak & Fore Peak Tanks, the weather decks, the hand pumps & the watertight doors have all been listed in accordance with the Rule requirements & found satisfactory. The Shell Plating to stem frames & a Spectacle frames & as per Rule thicknesses.

Note:- Cargo is to be carried in twelve dunnage, therefore the Vessel has been constructed in accordance with scantlings as shown in PLACES on plans. The arrangement of double bottom and open floors is as per Profiles & Decks Plan, the double bottom being below Engines only.

The amount of Entry Fee £ 5 : 0 : 0

Special Survey Fee.... £ 158 10 : 0

Travelling Expenses, if any £ : :

State whether the Vessel has been built under Special Survey.....

Certificate sent to Humphreys & Co. for 1928

Date of issue 22/2/28

Fees applied for, 18/2 1928

Received by me, 21/2/28

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

Signature John Edwards.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned

Lloz's arch.
 + drink 2.28
 72. CL
 White Humbleby No 11
 " Els

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 a List of the Plans should be embodied.)

The following approved plans are being forwarded under separate cover:—Midship section (In some cases figures have been changed upon this plan from figures in white as approved, to figures in black as fitted, for identification these cases are marked as follows "18/2/28 E.E.") Profiles & Decks—Painting Arrangement—Strengthening of Bottom Forward Plan of Hatch—Alteration of side survey of Altered Portion of No. 3 Hatch—Cargo and Coalining Doors. Saloon Hopper—Funnel Plan—Double Bottom in way of Engines—Port Framing—Spectacle Frames—Stern Post & Rudder Frame—

Six Reports of Forgings & Castings are enclosed.

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

1st Bower	20-0-27	M 13	3248	28-7-27
2nd "	20-0-20	M 13	3146	29-6-27
3rd "	17-2-27	M 13	3201	12-7-27

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20-0-27 ft., R.Q.D. 20-0-20 ft., Bridge 17-2-27 ft., Forecastle 12-7-27 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Prop. Bridge & Forecastle connected

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 DKS (Stl) Sheathed with Cork

Official No. ✓

Signal Letters ✓

Is bottom of Vessel coated with cement yes if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	19.33	71
Double bottom, under Engines and Boilers,			After peak tank,	20	70
Double bottom, if under Engines only,	18.75	44	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		44	(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. 1156

Date 6/12/26

Dates of Surveys held while building

1927. March 14, 22, 29 - April 4, 14, - May 7, 25, 31 -
June 2, 8, 13, 18, 29 - July 6, 11, 13, 19 - Aug 3, 7, 15, 18, 22 -
Sept 1, 6, 12, 15, 26, 30 - Oct 17, 20, 24, 25, 27, 31 -
Nov 3, 7, 9, 10, 21, 30 - Dec 14, 20, 22 - 1928 Jan 5, 16, 20 -
Feb 1, 2, 4, 6, 8, 10, 16

Total No. of Visits 53