

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office **FRI. JUN. 4 1915**

State if Report is also sent on the Machinery of the Vessel

Date of completion of report **3 June 1915** Port of **PLYMOUTH** No. **5589**  
Survey held at **Dartmouth** Date, First Survey **27 August 1914** Last Survey **13 May 1915**  
On the (State if Single, Twin, or Triple Screw) **Steel Single Screw Jug "Dartmouthian"** Rig **One Pole Mast**  
TONNAGE under Tonnage Deck **49.17** CLASS **100A for towing purposes** Master **T. Weeks**  
Do. between Tonnage Dk. and 3rd and 4th Dk. Total under Upper Dk. **50.39** Year of appointment **21 May 1915**  
Do. of Poop Built at **Dartmouth**  
Do. of R.Q.Dk. When built **1915-5** Launched **27 Feb 1915**  
Do. of Bridge House By whom built **Philip & Son Ltd.**  
Do. of Forecastle Owners **Penwick Wilton & Co.**  
Do. of Houses on Dk. Managers **Owners**  
Do. of excess of Hatchways Residence **Dartmouth**  
Do. above Crown of Engine Room Port belonging to **Dartmouth**  
Gross Tonnage **50.39**  
Less Crew Space  
Less above Crown of Engine Room  
MANAGE FOR FEES **50.39**  
Engine Room  
Navigation Spaces  
ster Tonnage **1.93**  
Length on Deck per Rule **63** Feet. **0** Inches. BREADTH—Moulded **15** Feet. **—** Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams **7** Feet. **11** Inches. No. of Decks with flat laid **one**  
No. of Tiers of Beams **one**

Moulded depth, ft. **8** ins. **3** To Bridge Dk. Round of Upper Dk. Beam, Actual **5.4** ins.  
Moulded depth, ft. **8** ins. **3** To Upper Dk. Dk. Beam, Actual

FRAMING.				PILLARS.				KEELSONS & STRINGERS			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
BULBS, Angles, or Bars amidships <b>3 2 1/2 3/8</b> throughout				PILLARS, In 'tween Deck, size and spacing				CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate			
Do. in peaks <b>3 2 1/2 3/8</b> throughout				" Hold				Rider Plate <b>as far aft as practicable</b>			
Do. in way of Double Bottoms at Solid Floors				" Quarter 'tween Dks.,				Flat Plate Keel Angles <b>as far aft as practicable</b>			
" at intermdt. Bkts.				" in Hold				Horizontal Plates on Floors			
Spacing of Frames from centre to centre amidships <b>21</b>								Angles or Bulb Angles			
" from 1/2 length to Collision bulkhead								SIDE KEELSONS, Number <b>one</b>			
" in peaks								Angles or Bulb Angles <b>single</b>			
VERSED FRAME, Angles <b>2 1/4 2 1/4 5/20</b> on every floor								Plate above floors, for length			
Do. in way of Double Bottoms at Solid Floors								Intercoastal Plate, for length			
" at intermdt. Bkts.								Attached to outside Plating with Angle			
SPACING, depth of girder <b>10 x 1/20</b>								BILGE KEELSON, Angles			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships								Intercoastal Plate for length			
in way of Engine and Boiler Spaces								Attached to outside Plating with Angle			
thickness at the ends of vessel <b>10 x 1/20</b>								SIDE STRINGERS, Number <b>one</b>			
depth at 1/2 the half breadth, as per Rule <b>10 x 1/20</b>								Angles <b>3 1/2 2 1/2 1/20</b>			
height extended at the Bilges <b>10 x 1/20</b>								Intercoastal Plate, for length			
FLOORS in Cell. Double Bottoms								Attached to outside plating with Angle			
state if flanged (top & bottom)											
Spacing of Solid floors											
FIRE GIRDER, in Dbl. bottom, dpth. & thknss.											
Angles, Top											
Angles, Bottom											
Angles, to Floors											
Brackets at intermdt. frmg., wdth & thknss											
GIRDERS, number on each side & thickness											
state if flanged (top and bottom)											
Angles (top and bottom)											
Angles, to Floors											
SIN PLATE, depth (exclusive of flange) and thickness											
Angle to Outside Plating											
Angles, Floors											
Brackets at intermdt. frmg., wdth & thknss											
Height of Outside Brackets above at bilge											
BOTTOM PLATING, breadth and thickness of Middle Line Strake											
in Engine and Boiler space											
Remainder in Holds											
S. Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
In way of Long Bridge											
Spacing											
S. Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Spacing											
S. Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

009170-009181-0168 1/2

Form No. 1B. WEB FRAMES. FORGINGS or CASTINGS. RIVETING. PLATING. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. STRAKES. EDGES. BUTTS. THICKNESS OF SHEET PILE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DBLG. OF PLATE KEEL. SHEERSTRAKES. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. FRAMES extend in one length from Keel to Gunwhale. REVERSED FRAMES on floors and frames extend from Side to side on top. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. 1465. LETTER. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks. Correspondence. Workmanship. Are the rivets between the frames and plates solid single pieces? Are the butts of plating, stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. The steel used in construction has been tested to the Society's requirements and all other materials being of good quality and the workmanship throughout very good and to my satisfaction. Both peaks were tested by water pressure and found to be tight. The bilges are cemented all round both sides with Portland Cement and above bilges with Bitumastic cement. The vessel is now in good & efficient condition, eligible in my opinion to be classed with this Society and to receive the favourable consideration of the Committee for Class 100A for Towing Purposes. The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. 100A - for towing purpose. + Lab. 5.15.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop \_\_\_\_\_ ft., R.Q.D. \_\_\_\_\_ ft., Bridge \_\_\_\_\_ ft., Forecastle \_\_\_\_\_ ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) \_\_\_\_\_

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft *Amidships*  
How are the surfaces preserved from oxidation? Inside *Painted & cemented* Outside *Painted*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<i>6 1/2</i>	<i>5</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>7 1/2</i>	<i>9</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,	<i>Nil</i>	
			(If necessary, furnish further information by sketch.)		
				<i>Yes</i>	

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules.

Order for Special Survey No. *196*

Date *5 Aug. 1914*

No. *441* in builder's yard.

DATES of Surveys held while building

*1914 - Aug<sup>27</sup> Sept 24 Oct 7-23 Nov 6-18 Dec<sup>3</sup> 21*

*1915 - Jan<sup>5</sup> 18-27 Feb 23 Mar 2-11-25 April 13-30 May 13*

Total No. of Visits *18*

Surveyor's Signature

*Jas. C. Long*  
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