

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.
PILLARS, No. of Rows	✓		Stringer Plate, breadth and thickness in way of Bridge	70" x 40"	✓
" in 'tween Decks, Size and Spacing	✓		Thickness of Plating abreast Deck openings in way of Bridge	375"	✓
CENTRE LINE BHD. IN DEEP TANK. ✓	✓		Thickness of Plating abreast Deck openings in way of Bridge	375"	✓
STIFFENERS 312" APART. ✓	9" 3 1/2" 40" L		Thickness of Plating within line of openings	34" - 31"	✓
PLATING. ✓	30"		If Sheathed, material and thickness	NOT SHEATHED.	✓
Centre Line Bulkhead. ✓	✓		Third Deck.		
Stiffeners and Spacing FR 98-112 312" APART 9" 3 1/2" 44" L	9" 3 1/2" 44" L		Stringer Plate, breadth and thickness	✓	
Plating, thickness of	30"		If Plated, state thickness	✓	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	✓	
Stringer Plate, breadth and thickness	70" 61"	✓	If Plated, state thickness	✓	
" " " " in way of Bridge	70" 61"	✓	Poop Deck.		
" Angle	5" 5" 61"	✓	Stringer Plate, breadth and thickness	✓	
Thickness of Plating abreast Deck openings in way of Bridge	57"	✓	Plating, Sheathing, material and thickness	✓	
Thickness of Plating abreast Deck openings in way of Bridge	52"	✓	Bridge Deck.		
Thickness of Plating within line of openings	40" - 36"	✓	Stringer Plate, breadth and thickness	✓	
If Sheathed, material and thickness	NOT SHEATHED.	✓	Plating, Sheathing, material and thickness	✓	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness	70" x 40"	✓	Stringer Plate, breadth and thickness	36"	✓
			Plating, Sheathing, material and thickness	34"	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.			SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	52 ✓	19 ✓	69 ✓	69 ✓		DOUBLE ✓	1 ✓	4 1/2 ✓	4 ✓	1 ✓	4 ✓	LAPPED.
„ Dblg. (if any)												
Bottom Plating, No. of Strakes 1 @		61 ✓	50 ✓	50 ✓		“ ✓	1/8 ✓	4 ✓	3 ✓	1/8 ✓	3 1/2 ✓	“ ✓
Bilge Plating, No. of Strakes 1 @		61 ✓	50 ✓	50 ✓		“ ✓	1/8 ✓	4 ✓	3 ✓	1/8 ✓	3 1/2 ✓	“ ✓
Side Plating, No. of Strakes 5 @		61 ✓	47 ✓	47 ✓		“ ✓	1/8 ✓	4 ✓	3 ✓	1/8 ✓	3 1/2 ✓	“ ✓
Upper Deck, Sheer-strake in Walls 90	90 ✓	67 ✓	47 ✓	47 ✓		“ ✓	1/8 ✓	4 ✓	4 ✓	1/8 ✓	3 1/2 ✓	“ ✓
Upper Deck, Sheer-strake in Bridge ... ✓	✓											
Strake below Sheer-strake in Walls COMBINED SHEERSTRAKE AND STRAKE BELOW. ✓												
Strake below Sheer-strake in Bridge ... ✓	✓											
Poop Side Plating..... ✓	✓											
Bridge Side Plating..... ✓	✓											
Forecastle Side Plating			42 ✓			SINGLE ✓	3/4 ✓	3 3/8 ✓	1 ✓	3/4 ✓	3 ✓	“ ✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.		Scantlings.		Maker's Name.		Any Departure from Approved Plans to be Noted.	
Extending to Upper Deck (Sec. 3 c)				1 ✓							
,, Deck next below				6							
As per Rule											
				STIFFENERS.							
				Plating Thickness.		VERTICAL.		HORIZONTAL.			
						Scantlings. Spacing.		Scantlings. Spacing.			
MIDSHIP BULKH'D, FR. 82 Upper 'tween decks				28 ✓		3 1/2" 3 1/2" 36" 30" ✓					
,, Second ,,				✓							
,, Third ,,				✓							
,, Holds				30" 35" 12" 3 1/2" 36" 24" ✓		AND AS APP.					
COLLISION (in Hold) 158				26" 48" 9" 3 1/2" 46" ✓		24" ✓		SEMI BOX BEAM.			
AFTER PEAK 8-10				30" 47" 8" 3 1/2" 42" ✓		24" ✓		SEMI BOX BEAM.			

KEEL, Bar PLATE KEEL		52" x 7 1/2" 10' 6" at Ends,	
STEM		3 3/4" x 8" and steel plates and Ang	
STERN FRAME { Propeller Post } Rudder ,, }		as per approved plans.	
Speed of Vessel		13 knots	
RUDDER—Type		Chain any Double plate	
,, A x D.		48 1/4"	
,, Diam. of head		10 1/2" ✓	
,, Mainpiece at top pintle		8 3/4" x 10 1/2" ✓	
,, heel		5' x 10 1/2" ✓	
,, how constructed		c.s. frame and welded plate	
,, double or single plate coupling, vertical or horizontal		Double plate Vertical	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Siemens-Martin
Applying Hoid, Consett, Large Steel, Dorman Long, Skinningrove
South Durham
 Has the Steel been tested as required by the Rules? Yes.

Rpt. 9a.

SUNDERLAND RPT. No. 35269

Port of Sunderland.

Continuation of Report No.

dated

JAN 25 1950

on the

M.V. "DARTMOOR."

The vessel was docked in Greenwells Dry Dock at Sunderland for cleaning and painting on the 12th December 1949.

The bottom and rudder were cleaned and examined and extensive corrosion of bottom shell plates and rivet points was found. The bottom was found to be more or less bare of paint and any paint remaining appeared to have lost its nature.

As the dry dock was urgently required the vessel was undocked and proceeded to West Hartlepool and was placed in Messrs Group Central dry dock for repairs. 14th Dec. 1949.

At the request of Messrs W. J. Dyfod & Sons and with the consent of the Middlesex Surveyors the undersigned carried out the supervision of the repairs.

The following plates were found to be corroded in pits and grooves and have now been renewed. PORT SIDE NOS. FROM AFT.

"B" Strake plate N° 3, 4, 12: "D" Strake plate N° 5, 6: "F" Strake plate N° 13.

STARBOARD SIDE N°S FROM AFT. "A" Strake plate N° 2: "B" Strake plate N° 3, 4, 12, 14

"D" Strake plate N° 8. Approximately 8000 rivets clear of the above plates were corroded and have now been renewed.

The following plates were less severely affected and the corroded parts have been electrically welded and buffed.

PORT SIDE FROM AFT. "A" Strake plate nos. 2, 3, 5, 6, 11: "B" Strake plate nos. 5, 6, 8, 9,

10, 11, 13, 14, 15, 16: "C" Strake plate nos. 4, 5, 6, 7, 8, 9, 10, 11, 12, 14: "D" Strake plate nos.

2, 3, 4, 8, 9, 11, 12: "E" Strake plate nos. 1, 3, 4, 6, 10, 11, 12, 13: "F" Strake plate nos. 11, 12, 14:

STARBOARD SIDE N°S FROM AFT. "A" Strake plate nos. 3, 5, 7, 8: "B" Strake plate nos. 6, 8, 13,

15: "C" Strake plate nos. 3, 4, 10, 11, 14, 16, 17: "D" Strake plate nos. 1, 3, 5, 6, 7, 9, 10:

"E" Strake plate nos. 2, 8, 9, 10, 13: "F" Strake plate nos. 14, 15

On completion of the repairs the double bottom tanks were tested and found satisfactory.

The bottom plating was wire brushed and coated with 2 coats of special primer

1 coat of anti-corrosive paint and 1 coat of anti-fouling paint.

The vessel was refloated moved 18" forward and re-dry docked for examination

and coating of the remainder of the keel.

Vessel undocked 19th January 1950 and proceeded on Sea trials 20th Jan.

Paul H. Duncanson

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested, and Superintendent.				
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.								
4131	1st Bower ...	68	3	21	✓			53	5	0	0	✓	68	✓	Stickleas	N. Hingley & Son	2.6.48	W. V. N.	✓	
4129	2nd „ ...	68	0	7	✓			52	15	2	14	✓	68	✓	„	„	2.6.48	W. V. N.	✓	
4130	3rd „ ...	59	3	7	✓			48	5	3	21	✓	58½	✓	„	„	2.6.48	W. V. N.	✓	
	Collective weight																			
66117	Stream	19	0	7	✓	4	3	2	19	19	2	21	✓	19	✓	Slue Stock		30.6.48	H. P.	✓

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.	Length.
10901	270 ⁵ / ₈	2	100-16	141-2	578-3	0	720 ³ / ₄	270	2 ⁵ / ₁₆	3740 3740 LINK 2	S. Taylor & S.	Nether ton 20-10-48 W.V.M.	TOWLINE	120	4 ³ / ₄	64-6	120	4 ³ / ₄
12597	✓	2	100-16	141-2	1-1-0	✓	✓	✓	✓	SHACKLES	"	2-11-48 J.M.	HAWSEERS & WARPS	20-90	2 ³ / ₄	15-4	20-90	2 ³ / ₄
														120	2 ¹ / ₂	13-4	120	2 ¹ / ₂
Iron Stream Chain Steel Wire	90	5" Cir.	✓	52-8	✓	✓	✓	90	5" Cir.	5W 5 6/2			"					

Steering Gear, Type (Power or hand) Donkins Steam

Alternative Means of Steering *Block & Tackle to Off Winch*
M.B. 1 @ 26-00 = 42 Per

Steering Chains (Size and Test) *Telemotor*

Windlass. Emerson Walker

Boats 3LB 27'-0" = 40 ft

ng in Holds, thickness and material *2 1/2" Wood Ceiling on 2" Beams*

Cargo Battens, thickness, material and spacing *6x2 10" apart*

Hatchways.—(Upper Deck) *Reversed Coamings*

Thickness of Hatches $2\frac{7}{8}$ "

of Hatchways No. 1 (Fwd. $31'-6'' \times 22'-0''$ No. 2 $31'-6'' \times 22'-0''$ No. 3 $28'-10\frac{1}{2}'' \times 20'$ No. 4 $31'-6'' \times 22'-0''$ No. 5 $31'-6'' \times 22'-0''$ No. 6 $8'-7\frac{1}{2}'' \times 17'-11\frac{1}{2}''$

Number of **Shifting Beams** }
and/or **Fore and Afters** }

Builder's Signature For and on behalf of
WILLIAM DOXFORD & SONS, LIMITED.

Mansey Gebbie, Managing Director

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. *Motor Ship*
(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 (where required to be inserted in the Notation).

his vessel has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The material and workmanship are good. The Freeboards have been marked on the vessel's sides verified and cut-in. The Double Bottom tanks, Cofferdams, Deep and Peak tanks have been tested, the upper and 2nd Decks and Fore Dr. W.T. Bds., and W.T. Dorr have been tested as required by the Rules and found satisfactory. The Windlass, Winches, Steering Gear, and Auxiliary means of steering and Pumps have been tried under working conditions and found satisfactory. Oil fuel is carried in D.B. tanks Nos. 2, 3, 4 & 6 the flash point of which is not lower than 150°F. Section 20 of the Rules have been complied with. The Vessel is fitted with "Wireless", "Director Finding" and "Echo Sounding" & Gyro.

The amount of Entry Fee..... £ : :
 Special Survey Fee..... £ 426 0 : 0
 FREEBOARD 28 0 0
 Travelling Expenses, if any (BOTTOM KEEL) £ 26 5 0

Received by me, _____ 19__

(Special notations, where part of class, to be stated.)

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

State whether the Vessel has been built under Special Survey Yes

Signature Wm. F. A. Dunsen
Surveyor to Lloyd's Register of Shipping

Certificate to be sent to Zunderland Date of issue 3/8/50

Committee's Minute.

Character assigned +100A, with feedback
1.50 Hpl

White Sea (H. M.)

Allyls A.P.P.
+ LMC 1.50 oil Eng. C.L.
2 P.A. 120 lb.

Working certificate. The endorsed

Notes for S.B.L.

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.)

Yrsging Reports enclosed.
Plans retained in connection with completion of sister vessel "Exmoor"
For Docking see Continuation Sheet.

PARTICULARS OF ELECTRIC WELDING (if employed) Fleet Weld and Quasi-Arc overhead Electrodes.

Parts Welded:

Deep and Peak tank girders. Second deck to shell. Bulkhead stiffeners. Bulk to tank top. Rudder plates. Vent Coaming to deck.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Lloyd's A.C.P. Cruiser. Stern die engine. Director finding. Wireless. Echo sounding. Gyro.

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

1st Bower	42.0.3	A.E.G.	9942	13.1.48
2nd "	42.2.10	C.E.D.	3415	8.5.46.
3rd "	36.0.14	A.E.G.	9692	15.7.47.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 39.7 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ☒

Official No. 183156 Signal Letters Extreme Breadth over Belting ☒ Over-all Length ☒ 444-7 1/4 (Circ. 1611) (Circ. 1703)

No. and Material of Decks Two Decks Steel 70% & 80% OK

Parts of Bottom of Vessel coated with cement or approved composition Cement. Copperclams and Bilgen

Particulars of composition (if fitted) and of approval Cement.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
(Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
SEE TUNNEL SIDE TANKS.	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	65-7 1/2	256	Fore peak tank,	23-10	129
Double bottom, under Engines and Boilers,	36-9	232	After peak tank,	20-0	165
Double bottom, if under Engines only,	✓		Deep tank, aft,	28-10 1/2	1200
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	
Double bottom, forward,	190-10 1/2	725	Other tanks, if fitted, TUNNEL SIDE TANKS.	60-4 1/2	469
Total length (if continuous) and Capacity	301-1 1/2	1213	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6226

Date 22-8-46

Dates of Surveys held while building

1948 Nov 26 Dec 7, 22, 29 / 1949 Jan 16, 21 Feb 19, 16, 18, 21, 24 Mar 13, 15, 17, 18, 21, 22, 23, 24, 29, 30, 31 Apr 1, 4, 5, 6, 7, 8, 11, 12, 19, 20, 21, 25, 26, 27, 29, Mar 9, 12, 13, Aug 17, 31, Sep 14, 20, Oct 13, 17, 18, 25, 28 Nov 7, 9, 10, 14, 16, 17, 21, 24, 28 Dec 1, 5, 12, 15, 20, 23, 29 / 1950 Jan 4, 5, 9, 10, 11, 13, 15, 16, 17, 24

Total No. of Visits 82