

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office WED. APR. 2-1913

Date of completion of report 29.3.13

Survey held at Stockton

On the Iron steamer Dartmouth

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

Port of Huddersburgh-on-Sea No. 7841

Date, First Survey 15. Sept. 1912

Last Survey 22. March 1913

Rig Schooner

TONNAGE under 4755.86

Tonnage Deck 110.51

Do. between Tonnage Dk. and 3rd and 4th Dk. 86.91

Total under Upper Dk. 4755.86

Do. of Poop 8.03

Do. of R.Q.Dk. 8.03

Do. of Bridge House 8.03

Do. of Forecastle 8.03

Do. of Houses on Dk. 86.91

Do. of excess of Hatchways 86.91

Do. above Crown of Engine Room 31.59

Gross Tonnage 4793.23

Less Crew Space 110.51

Less above Crown of Engine Room 31.59

TONNAGE FOR FEES 4651.13

Less Engine Room 1533.83

Less Navigation Spaces 126.69

Register Tonnage 3022.20

CLASS +100 A1.

FEET.

Breadth (greatest moulded) 50.62

Depth, at middle of length from top of keel to top of upper deck beams at side 30.33

Transverse Number 80.95

Length on deck from fore part of stem to after part of stern post 379.75

Longitudinal Number 30740

Depth "d," at middle of length (See Secs. 2 & 13) 26.83

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.5

" " Long Bridge Deck Beam at side to top of keel 10.0

Master H. A. Neil

Year of appointment

Built at Stockton-on-Sea

When built 1913 Launched 19.2.13

By whom built Richardson Buckle & Co

Owners The W. H. Jones & Co Ltd

Managers W. H. Jones

Residence Cardiff

Port belonging to Cardiff

Destined Voyage Bristol Channel

If Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
379	9		50	7 1/2		Do. do.	Do. do.	27	11 1/4	One	

Dimensions of Ship per Register, Length 380.2 breadth 50.9 depth 28.0 Moulded depth, ft. 37 ins. 11 1/4 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 1/8 ins. Moulded depth, ft. 30 ins. 4 To Upper Dk. Dk. Beam, Actual

FRAMING.						PILLARS.					
FRAME, Angles, or E or L Bars amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks	12	3 1/2	68	12	3 1/2	27 1/2	57	27 1/2	57		
Do. in way of Double Bottoms at Solid Floors	7	3 1/2	42	7	3 1/2	Steel	centre	division			
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 3/8	3 1/2	3 1/2						
Spacing of Frames from centre to centre amidships	25 1/2			25 1/2							
Do. in way of Double Bottoms at Solid Floors	25 1/2			25 1/2							
Do. in way of Double Bottoms at Solid Floors	24			24							
Reversed Frame, Angles	3 1/2	3 1/2	4 3/8	3 1/2	3 1/2						
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 3/8	3 1/2	3 1/2						
Do. in way of Double Bottoms at Solid Floors											
FRAMING, depth of girder											
FLOORS, depth and thickness of Floor Plate											
Do. in way of Engine and Boiler Spaces											
Do. thickness at the ends of vessel											
Do. depth at 1/2 the half breadth, as per Rule											
Do. height extended at the Bilges											
FLOORS & BRACKETS in Cell Dble Bottoms											
Do. state if flanged (top & bottom)											
Do. Spacing	125 1/2			25 1/2							
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	42	5	4	42	5						
Do. Angles, Top	4 1/2	4 1/2	6 5/8	4 1/2	4 1/2						
Do. Bottom	1 3/2	3 1/2	4 3/8	3 1/2	3 1/2						
Do. to Floors	Two	38-36	Two	38-36							
SIDE GIRDERS, number on each side & thickness											
Do. state if flanged (top and bottom)											
Do. Angles (top and bottom)	3 1/2	3 1/2	4 3/8	3 1/2	3 1/2						
Do. to Floors	3	3	4 3/8	3	3						
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2	4 3/8	3 1/2	3 1/2						
Do. Angles to Outside Plating	3 1/2	3 1/2	4 3/8	3 1/2	3 1/2						
Do. Floors	42		42								
Do. Height of Brackets above at bilge	60	5	4	42	5						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	1 5/2	1 5/2	1 5/2	1 5/2	1 5/2						
Do. in Engine and Boiler space	1 5/2	1 5/2	1 5/2	1 5/2	1 5/2						
Do. Remainder in Holds	1 5/2	1 5/2	1 5/2	1 5/2	1 5/2						
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	54	9	3 1/2						
Do. Angles on upper edge	8 1/2	3 1/2	5	8 1/2	3 1/2						
Do. In way of Long Bridge	8 1/2	3 1/2	5	8 1/2	3 1/2						
Do. Spacing	25 1/2		25 1/2								
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Do. Angles on upper edge											
Do. Spacing											
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Do. Angles on upper edge											
Do. Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6 1/2	3	4	6 1/2	3						
Do. Angles on upper edge	24	25 1/2	24	25 1/2							
Do. Spacing	24	25 1/2	24	25 1/2							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	46	8 1/2	3						
Do. Angles on upper edge	25 1/2		25 1/2								
Do. Spacing	25 1/2		25 1/2								
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3	4	7	3						
Do. Angles on upper edge	24	25 1/2	24	25 1/2							
Do. Spacing	24	25 1/2	24	25 1/2							
PILLARS.						KEELSONS & STRINGERS.					
PILLARS, In 'tween Deck, size and spacing						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
Do. do.						Rider Plate					
Do. do.						Flat Plate Keel Angles					
Do. do.						Horizontal Plates on Floors					
Do. do.						Angles or Bulb Angles					
Do. do.						SIDE KEELSONS, Number					
Do. do.						Angles or Bulb Angles					
Do. do.						Plate above floors, for length					
Do. do.						Intercoastal Plate, for length					
Do. do.						Attached to outside Plating with Angle					
Do. do.						BILGE KEELSON, Angles					
Do. do.						Intercoastal Plate for length					
Do. do.						Attached to outside Plating with Angle					
Do. do.						SIDE STRINGERS, Number					
Do. do.						Angle					
Do. do.						Intercoastal Plate, for length					
Do. do.						Attached to outside plating with Angle					
Do. do.						Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
Do. do.						br'dth & thickness (in way of Bridge)					
Do. do.						Angle (clear of Bridge)					
Do. do.						Tie Plate at sides of Hatchways					
Do. do.						Deck * Iron or Steel, for length					
Do. do.						Thickness (clear of Bridge)					
Do. do.						(in way of Bridge)					
Do. do.						Wood Deck. Material & thickness					
Do. do.						Second Deck Stringer Plate, br'dth & thickness					
Do. do.						Angles on ditto, No.					
Do. do.						Tie Plates outside Hatchways					
Do. do.						Deck * Iron or Steel, for length					
Do. do.						Wood Deck. Material & thickness					
Do. do.						Third Deck Stringer Plate, br'dth & thickness					
Do. do.						Angles on ditto, No.					
Do. do.						Tie Plates, outside Hatchways					
Do. do.						Deck * Material and thickness					
Do. do.						Fourth and Fifth Deck Stringer Plate, br'dth & thickness					
Do. do.						Angles on ditto, No.					
Do. do.						Tie Plates outside Hatchways					
Do. do.						Deck. Material & thickness					
Do. do.						Poop Deck Stringer Plate, breadth & thickness					
Do. do.						Angle on ditto					
Do. do.						Tie Plates					
Do. do.						Deck. Material and thickness					
Do. do.						Bridge Deck Stringer Plate, br'dth & thickness					
Do. do.						Angle on ditto					
Do. do.						Tie Plates					
Do. do.						Deck. Material and thickness					
Do. do.						Forecastle Deck Stringer Plate, br'dth & thickness					
Do. do.						Angle on ditto					
Do. do.						Tie Plates					
Do. do.						Deck. Material and thickness					
Do. do.						If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.					

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	FORGINGS OR CASTINGS.		Inches in Ship.	Inches per Rule Or as Approved.
WEB-FRAMES, In Fore Body,	No. and spacing				KEEL, Bar,	depth and thickness		
" "	brdth. & thickness				STEM,	moulding and thickness	<i>Screw Iron</i>	<i>110 x 2 3/4</i>
WEB-FRAMES, In E. & B. Space,	No. & spacing				STERN-POST	for Rudder do. do.	<i>go</i>	<i>9 x 7 1/2</i>
" "	brdth. & thickness				"	for Propeller		<i>10 x 7 1/2</i>
WEB-FRAMES, In After Body,	No. and spacing				RUDDER—A × D*	Table 22. Speed	<i>9 3/4 knots</i>	<i>20366</i>
" "	brdth. & thickness				"	Main-Piece, diameter at head	<i>1 8 1/2</i>	<i>8 1/2</i>
" "	No. of Side Stringers				"	" " " at heel	<i>1 6 1/2</i>	<i>6 1/2</i>
Size of Face Angles to Web-Frames.....								
BRAKET PLATES to Stringers between Web Frames, depth and thickness.....)								

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up.
			Horizontal.		Vertical.			
Vessel.	Per Rule.	Inches.	Size.	Spacing.	Size.	Spacing.	Inches.	Inches.
<i>H.P.</i>	<i>6</i>	<i>6</i>						
W.T.BULKHEADS.	<i>9</i>	<i>4-3</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
<i>✓</i>	<i>48</i>	<i>36-3</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
<i>✓</i>	<i>70</i>	<i>" "</i>	<i>✓</i>	<i>✓</i>	<i>12 x 5 1/2</i>	<i>30</i>	<i>" "</i>	<i>" "</i>
<i>✓</i>	<i>93</i>	<i>" "</i>	<i>✓</i>	<i>✓</i>	<i>" "</i>	<i>" "</i>	<i>" "</i>	<i>" "</i>
<i>✓</i>	<i>136</i>	<i>38-3</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
<i>✓</i>	<i>170</i>	<i>4-3</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
COLLISION	<i>3</i>	<i>3</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
PARTITION	<i>3</i>	<i>3</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
LONGITUDINAL.		<i>3</i>			<i>6</i>	<i>12 x 5 1/2</i>	<i>37</i>	

Are the outside Plates doubled two spaces of Frames in length? *Diamonds*

Are the Sluice Valves and Watertight Doors in efficient working order? *yes*

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				RIVETING.						
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		EDGES.		BUTTS.		IS LAPPED.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Space or Interval.	Double or Treble and for what length?	Rivets.	Straps.	Is Lapped.	
FLAT PLATE KEEL.....	<i>47</i>	<i>.98</i>	<i>.7</i>	<i>.7</i>	<i>47</i>	<i>.98</i>	<i>Double</i>	<i>6</i>	<i>1</i>	<i>3 1/4</i>	<i>2 inch</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>Full</i>
GARBOARD OF A STRAKE	<i>60</i>	<i>.58</i>	<i>.48</i>	<i>.46</i>		<i>.58</i>	<i>Double</i>	<i>6 1/4</i>	<i>7/8</i>	<i>3 1/4</i>	<i>2 inch</i>	<i>7/8</i>	<i>3/8</i>		<i>9</i>	<i>"</i>	<i>"</i>
<i>State actual thickness in way of Double Bottom.</i>	<i>B</i>	<i>.63</i>	<i>.4</i>	<i>.48</i>	<i>C</i>	<i>.5</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
<i>D</i>	<i>.64 1/2</i>	<i>.5</i>	<i>.53</i>	<i>.52</i>	<i>E</i>	<i>.62</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>2 inch</i>	<i>.8 1/2</i>	<i>.8 1/2</i>	<i>"</i>	<i>12</i>	<i>"</i>	<i>"</i>
<i>F</i>	<i>.6</i>	<i>.62</i>	<i>.5</i>	<i>.46</i>	<i>G</i>	<i>.64</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>2 inch</i>	<i>.8 1/2</i>	<i>.8 1/2</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
<i>H</i>	<i>.72</i>	<i>.64</i>	<i>.44</i>	<i>.44</i>	<i>I</i>	<i>.64</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>2 inch</i>	<i>.8 1/2</i>	<i>.8 1/2</i>	<i>"</i>	<i>14</i>	<i>"</i>	<i>"</i>
<i>J</i>	<i>.70 1/2</i>	<i>.68</i>	<i>.4</i>	<i>.4</i>	<i>K</i>	<i>.68</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>2 inch</i>	<i>.8 1/2</i>	<i>.8 1/2</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
<i>L</i>	<i>.46</i>	<i>.62</i>	<i>.4</i>	<i>.4</i>	<i>M</i>	<i>.62</i>	<i>"</i>	<i>"</i>	<i>"</i>								

EQUIPMENT No. 32039						LETTER C.						ANCHORS.						TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.		Anchors.		WEIGHT, E.S. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.							
				Dwt. lbs.		Dwt. lbs.		Tons cwt. qrs. lbs.		Dwt. qrs. lbs.													
16629		1st Bower ...		57 0 0		27 1 21		46 12 2		156 1 0		Kyeo Stockhos		R. H. Dyer & Co		Sd. 22. 7. 18. J. Hafford							
16628		2nd "		56 3 21		37 2 7		46 12 2		156 1 0													
16627		3rd "		147 2 21		30 1 7		41 2 2		147 2 0													
		4th "																					
		Collective weight		161 3 14		Stack				160 0 0													
68339		Stream		15 0 14		3 3 14		16 14 1		14 15 0		Ordinary		R. Kingley Horn		Within 14. 10. 12. H. Green							
68339		Kedge.....		16 2 20		11 2 25		9 0 0		16 2 0													

CHAIN CABLES.										HAWSERS AND WARPS.													
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 31.	
		Length. Diam.		Status Break Tonnage		Supplying Per Reel.		Length. Diam.										Length. Cir.		Tonnage		Length. Cir.	
SD 117		Fathoms Ins.		Tons		Cwts. qrs. lbs.		Cwts. qrs. lbs.		Fathoms Ins.		J. H. Dyer & Co		Within 18. 10. 12. H. Green		TOWLINE		Fathoms Ins.		Tons		Fathoms Ins.	
SD 118		"		"		"		"		"		"		"		HAWSERS & WARPS		"		"		"	
		Cir.																					
Iron—wireless Steel Wire		90 4 39								90 4 39		Sd. 14 Current Sheathing Makers 12. 1. 13											

Boats Davs, 26' high, one 18' long, one 18' diameter.
Pumps, Number, Downson lathe, hand to pump.
Windlass is Emerson Patent Thompson Hand Steam Capstan Steam Wrenches.
Engine Room Skylights.—How constructed? Plate tough. What arrangements for deadlights in bad weather? Beal's type.
Coal Bunker Openings.—How constructed? " How are lids secured? Battens & Joints. Height above deck? 30".
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 10 Scuppers. 6 Holes 48"x22", each side.
Ceiling in Holds, thickness and material. 2 1/2" m.r. Cargo Battens, thickness and material. 6"x2" m.r.
Cargo Hatchways.—How formed? Steel plate & angle. s.g. Hatches, If strong and efficient? Yes.
State size No. 1 Hatch (Forward) 10' 7 1/2' x 20'. No. 2 Hatch 25' 6" x 20'. No. 3 Hatch 19' 1 1/2' x 18'. No. 4 Hatch 12' 9" x 20'.
Number of Web Plates, Shifting-Beams and Fore and Afters to each Hatch 201. One. No. 2, 3, 5, 16, four. No. 4, three.
No. of Breasthooks 6. No. of Crutches Dup. Floors.
Bulwarks, height above deck and description 47' x 25' steel Main Rail, material and size 3 1/2' x 3" x 4' Bull angle.
The foregoing is a correct description of RICHARDSON, DUCK & CO. LTD. Surveyor's Signature S. P. Baker
Builder's Signature (here only) R. Richardson. Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case Reference should be made in any correspondence connected with the case)
At 14. 24. 26 June & 26 Oct. 1912.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed.
Is the riveted work properly closed? Yes
Are the liners between the frames and plates solid single pieces? Yes Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes Do any rivets break into or through the seams or butts of the plating? A few.
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes State results of tests Satisfactory
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests ✓
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? ✓ State results of tests ✓
General Remarks (State quality of workmanship, &c.) Good

This vessel has been built in accordance with the approved plans. The Sec'y letter of above date, and in general conformity with the Rules for the class contemplated. Hand & steam steering gear tried and found satisfactory.

From plans and three framing reports forwarded herewith.

This is a sister vessel to the Ss Ramfien. With report No. 7205.

A copy of the Midship Section & Profile Plans as built, are forwarded herewith.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee, £ 5 : 0 : 0	Fees applied for, 28. 8. 1912	Certificate to be sent to Middlesbrough Date of issue 4/14/13
Special Survey Fee, £ 141 : 5 : 6	Received by me, 21. 3. 1913	
Travelling Expenses, if any £ v : v : v		
State whether the Vessel has been built under Special Survey Yes		
I am of opinion this Vessel should be Classed +100 at.		S. P. Baker
With or without Freeboard, as condition of Class Without.		Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned FRI. APR. 4 - 1913
10001
Lloyd's agent
+ Lmb 313

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.75 ft., R.Q.D. ft., Bridge 110.5 ft., Forecastle 31.0 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 it should appear in the Register Book) 15th (Iron)
Official No. 132880; Signal Letters State if Machinery is fitted aft no
How are the surfaces preserved from oxidation? Inside Paint & Linseed Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cell. 113m

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>127.42</u>	<u>374</u>	Fore peak tank,		<u>162</u>
Double bottom, under Engines and Boilers,	<u>44.63</u>	<u>173</u>	After peak tank,		<u>129</u>
Double bottom, if under Engines only,	<u> </u>	<u> </u>	Deep tank, aft,		<u> </u>
Double bottom, if under Boilers only,	<u> </u>	<u> </u>	Deep tank, forward,		<u> </u>
Double bottom, forward,	<u>162.87</u>	<u>569</u>	Other tanks, if fitted,		<u> </u>
Total capacity of double bottom		<u>1116</u>	(If necessary, furnish further information by sketch.)		<u>Yes</u>

* 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. 1006

Date 2nd Oct 1912

No. 630 in builder's yard.

DATES OF SURVEYS held while building

1912 Sept. 25 Oct 29 25 29 Nov 4 8 15 19 25 Dec 5 9 11 13 16 17 18 21 22 27
1913 Jan 9 13 16 20 24 28 30 Feb 3 7 10 13 14 21 24 Mar 3 5 6 7 10 14 18 20 22

Total No. of Visits 45

Surveyor's Signature

[Signature]

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