

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office

State if Report is also sent on the Machinery of the Vessel No

Date of completion of report 19 October 1915

Port of Amsterdam

No. 6764.2

Survey held at Salt Bommel

Date, First Survey 3 April

Last Survey 11 October

1915.

On the (State if Single, Twin, or Triple Screw)

Steel screw Steamer Dartmoor

Rig two Polemasts

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses of Dk.

Do. of Hatchways

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CLASS 100 A1

FEET.

Master K. K. Keale

Year of appointment

(1) As Master in service of owner of present vessel—191

(2) As Master of this vessel—191

Built at Salt Bommel

When built 1915 Launched 1 Sept 1915

By whom built J. Meyer's Shipbuilding Co

Owners William Ball & Sons.

Managers Ditto

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

Residence Torquay

Port belonging to Lignmouth.

Destined Voyage Middlesbrough If Surveyed while Building, Afloat, or in Dry Dock Building

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
200		Moulded	31	3	Do. do. do.	12	3	One
Ship per Register. Length 200.47 breadth 31.56 depth 12.23								
Moulded depth, ft. 12.23 ins. 3 To Bridge Dk. Round of Upper Dk. Beam, Actual 8 ins.								
Moulded depth, ft. 12.23 ins. 3 To Upper Dk. Dk. Beam, Actual 8 ins.								
FRAMING.						PILLARS.		
FORWARD 1/2 LENGTH 5 1/2						PILLARS, In 'tween Deck, size and spacing		
Bars amidships 5 1/2						Hold 6x3x3x.46 6x3x3x.40		
RAISED QUARTER 5 1/2						Quarter 'tween Dks., 6x3x3x.46 6x3x3x.40		
Double Bottoms at Solid Floors 3						in Hold 6x3x3x.46 6x3x3x.40		
INE & B SPACES at intermdt. Bkts. 3						KEELSONS & STRINGERS.		
Distance from centre to centre amidships 22 1/2						CENTRE LINE KEELSON, Vertical Plate above		
from 1/2 length to Collision bulkhead 22 1/2						Rider Plate 4x4x.52 4x4x.52		
in peaks 22 1/2						Flat Plate Keel Angles 4x4x.52 4x4x.52		
FRAME, Angles 3						Horizontal Plates on Floors 4x4x.52 4x4x.52		
Double Bottoms at Solid Floors 3						Angles or Bulb Angles 4x4x.52 4x4x.52		
INE & B SPACES at intermdt. Bkts. 3						SIDE KEELSONS, Number 4		
Depth of girder 22 1/2						Angles or Bulb Angles 4x4x.52 4x4x.52		
Thickness and thickness of Floor Plate 22 1/2						Plate above floors, for length 4x4x.52 4x4x.52		
Mid-line for 1/2 length amidships 22 1/2						Intercoastal Plate, for length 4x4x.52 4x4x.52		
of Engine and Boiler Spaces 22 1/2						Attached to outside Plating with Angle 4x4x.52 4x4x.52		
at the ends of vessel 22 1/2						BILGE KEELSON, Angles 4x4x.52 4x4x.52		
1/2 the half breadth, as per Rule 22 1/2						Intercoastal Plate for length 4x4x.52 4x4x.52		
extended at the Bilges 22 1/2						Attached to outside Plating with Angle 4x4x.52 4x4x.52		
Cell. Double Bottoms 32 1/2						SIDE STRINGERS, Number 4		
INE & B SPACES 32 1/2						Angles 4x4x.52 4x4x.52		
if flanged (top & bottom) not flanged						Intercoastal Plate, for length 4x4x.52 4x4x.52		
ing of Solid floors 22 1/2						Attached to outside plating with Angle 4x4x.52 4x4x.52		
DER, in Dbl. bottom, dpth. & thickness 32 1/2						Upper Deck Stringer Plate, br'dth & thickness 4x4x.52 4x4x.52		
INE & B SPACES 32 1/2						" " " " br'dth & thickness 4x4x.52 4x4x.52		
Angles, Top 3						" " " " (in way of Bridge) 4x4x.52 4x4x.52		
Bottom 3 1/2						" " " " Angle (clear of Bridge) 4x4x.52 4x4x.52		
to Floors 3						" " " " Tie Plate at sides of Hatchways 4x4x.52 4x4x.52		
sets at intermdt. frmg., width & thknss 3						" " " " Deck * Iron or Steel, for whole lng. 4x4x.52 4x4x.52		
RS, number on each side & thickness One 1.30 One 1.30						" " " " Thickness (clear of Bridge) 4x4x.52 4x4x.52		
state if flanged (top and bottom) not flanged						" " " " (in way of Bridge) 4x4x.52 4x4x.52		
Angles (top and bottom) 3						" " " " Wood Deck. Material & thickness 4x4x.52 4x4x.52		
to Floors 2 1/2						Second Deck Stringer Plate, br'dth & thickness 4x4x.52 4x4x.52		
ATE, depth (exclusive of flange) 22 1/2						Angles on ditto, No. 4x4x.52 4x4x.52		
and thickness IN R.D. 22 1/2						Tie Plates outside Hatchways 4x4x.52 4x4x.52		
Angle to Outside Plating 3 1/2						Deck * Iron or Steel, for lng. 4x4x.52 4x4x.52		
Floors 3						Wood Deck. Material & thickness 4x4x.52 4x4x.52		
sets at intermdt. frmg., width & thknss 3						Third Deck Stringer Plate, br'dth & thickness 4x4x.52 4x4x.52		
at of Outside Brackets above at bilge 42 1/2						Angles on ditto, No. 4x4x.52 4x4x.52		
TOM PLATING, breadth and thickness of Middle Line Strake 32 1/2						Tie Plates, outside Hatchways 4x4x.52 4x4x.52		
in Engine and Boiler space 40 1/2						Deck * Material and thickness 4x4x.52 4x4x.52		
Remainder in Holds 30 1/2						Fourth and Fifth Deck Stringer Plate, breadth & thickness 4x4x.52 4x4x.52		
er Deck, Single Angle, Bulb 5 1/2						Angles on ditto, No. 4x4x.52 4x4x.52		
ngle, Plate, Tee Bulb, or Channel 5 1/2						Tie Plates outside Hatchways 4x4x.52 4x4x.52		
Way of Long Bridge 5 1/2						Deck. Material & thickness 4x4x.52 4x4x.52		
ing 22 1/2						Poop Deck Stringer Plate, breadth & thickness 4x4x.52 4x4x.52		
nd Deck, Single Angle, Bulb 5 1/2						Angle on ditto 4x4x.52 4x4x.52		
ngle, Plate, Tee Bulb, or Channel 5 1/2						Tie Plates 4x4x.52 4x4x.52		
ing 22 1/2						Deck. Material and thickness 4x4x.52 4x4x.52		
land Fourth Deck, Single Angle, 5 1/2						Bridge Deck Stringer Plate, br'dth & thickness 40 1/2		
b Angle, Plate, Tee Bulb, or Channel 5 1/2						Angle on ditto 3 1/2 x 3 1/2 41 1/2 3 1/2 x 3 1/2 42 1/2		
les on upper edge 22 1/2						Tie Plates 32 1/2 1.8 1.8		
ing 22 1/2						Deck. Material and thickness STEEL 1.8 1.8		
o Deck, Angle, Bulb Angle, Plate, 5 1/2						Forecastle Deck Stringer Plate, b'dth & th'kns 24 1/2		
ee Bulb, or Channel 5 1/2						Angle on ditto 3 x 3 1.8 3 x 3 1.8		
gles on upper edge 22 1/2						Tie Plates 1.8 1.8		
Spacing 22 1/2						Deck. Material and thickness STEEL 1.8 1.8		
IS, Bridge Deck, Angle, Bulb Angle, Plate, 4 1/2						If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.		
ee Bulb, or Channel 4 1/2								
Angles on upper edge THROUGH BEAMS 5								
Spacing 22 1/2								

[illegible]

EQUIPMENT No. 9850				LETTER L				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
				Cwts. qrs. lbs.		Cwts. qrs. lbs.		Tons. cwt. qrs. lbs.		Cwts. qrs. lbs.							
1st Bower ...																	
2nd " ...																	
3rd " ...																	
4th " ...																	
Collective weight																	
Stream .....																	
Kedge .....																	

*will be supplied in United Kingdom.*

CHAIN CABLES.										HAWERS 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 Roping.		Length and size per Table 31.	
		Length. Diam.		Tons. Tons.		Cwts. qrs. lbs. Cwts. qrs. lbs.		Fathoms. Ins.										Fathoms. Ins. Tons.		Fathoms. Ins.			
1st Bower ...																							
2nd " ...																							
3rd " ...																							
4th " ...																							
Collective weight																							
Stream .....																							
Kedge .....																							

**Boats** *Three lifeboats: two of 22' 6" x 6' 4" x 1' 9", one 15' 4" x 5' 3".* **Steering Gear, Steam** *Donkin & Co.* **Steering Gear, Hand** *Donkin & Co.*

**Pumps** *Number One Hand pump* **Windlass** *One 12" hand pump on forepeak* **Capstan** *One 4' section 1 1/2" diameter of barrel*

**Engine Room Skylights**—How constructed? *Steel coaming of glass* **Coal Bunker Openings**—How constructed? *Steel coaming* **Number of Scuppers**, and numbers and dimensions of **Freeing Ports, &c.** *Eight scuppers 7" dia. freeing ports on each deck 3" dia.*

**Ceiling in Holds**, thickness and material *9' 5" 2 1/2"* **Cargo Battens**, thickness and material *6' 2" 4" 2" 1/2"*

**State size No. 1 Hatch (Forward)** *15' x 14' 0"* **No. 2 Hatch** *22' 6" x 14' 0"* **No. 3 Hatch** *14' 5" x 14' 0"* **No. 4 Hatch** *11' 1" x 14' 0"*

**Number of Web Plates, Shifting Beams and Fore and Afters** to each Hatch *11' 1" hatch 2', 11' 1" hatch 5', 11' 1" hatch 5', 11' 1" hatch 5'*

**Bulwarks**, height above deck and description *4' in main deck, 5' 6" in R.D. Bulwark* **Chain Rail**, material and size *5 1/2" x 3" x 36"*

**Builder's Signature** *J. METER SHIPBUILDING CO.* **Surveyor's Signature** *J. H. M. M. M.*

**Correspondence**—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

*Oct 8, Dec 15-1914, January 5, April 8, 10, 11, 19, 21, May 20, June 21, July 19, Sept 8 & 15.*

**Workmanship**. Are the butts of plating planed or otherwise fitted? *planed*

Are the rivets work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes.*

to plate, &c., conform well to each other? *Yes*

from the facing surfaces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Yes.*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes.*

**General Remarks** (State quality of workmanship, &c.)

*This vessel has been built in accordance with the Society's Rules and approved plans which are herewith returned to London Office. Material used in the construction is of good ductile quality and tested as required as per Rules. Workman- ship throughout good. Fore & afterpeak tanks and double bottom tested under hydraulic pressure with satisfactory results. Decks tested by horse power and properly tight.*

*This vessel has been taken away from the Builders in order to be towed to Middlesbrough to receive her machinery at Messrs Richardson Westgarth & Co.*

*In order to entitle this vessel to be classed in the Society's Register Book the following items require to be dealt with. Anchors & chain cables and ships inventory to be supplied. Windlass bedplate to be renewed, steam steering engine & gear and steam winches to be fitted. Top of E & B room casing to be replaced.*

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 ... *£ 36.-*

Special Survey Fee ... *£ 490.80*

Travelling Expenses, if any *£ 118.50*

Fees applied for, *Oct 1915*

Received by me, *21/12/15*

Certificate to be sent to *To Amstuden*

Date of issue *30/12/16*

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

I am of opinion this Vessel should be Classed *100 A*

With, or without Freeboard, as condition of Class *with freeboard reported upon*

**Committee's Minute** *FRI. FEB. 25. 1916*

**Character assigned** *100 A*

*Lloyd's & Co. D*

*21/12/16*

GENERAL REMARKS—(continued).

Closed up & riveted, aftermost top plate of tunnel ditto. Handpumps to be fitted. Compasses to be fitted and adjusted. Net tonnages to be fixed & recorded. The City's Surveyors at Middelbrough have been advised by letter of the 12 Oct 1915.

Upon launching this vessel, the rudder struck a timber and ran into mud, the rudder plate was found somewhat twisted, in consequence of the same has been disconnected, unshipped, faired in the works and a few rivets renewed.

A recommendation was made to examine also vessel's bottom in a dock or slipway and it was then decided by the Builders to have the same carried out at Rotterdam where at the same time the fitting of the remainder of the seaconnections under the waterline could be effected. Rotterdam district Surveyors advised by letter of the 12 Oct 1915.

In deviation of the approved plans the masts of this vessel have been made of pitch pine instead of steel.

F Vertical stiffeners of fore and afterpeak bulkheads to be compensated with angles 4" x 4" x .40 see note April.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *63.75* ft., R.Q.D. *63.75* ft., Bridge *53.6* ft., Forecastle *22.2* 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 should appear in the Register Book) *One deck & one tier of Beams.*

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft *Midships*  
How are the surfaces preserved from oxidation? Inside *Bitumastic & Cement* Outside *Anti-fouling & Corrosion*

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,	<i>43.3</i>	<i>42.5</i>	Fore peak tank,	<i>13.4</i>	<i>42.5</i>
Double bottom, under Engines and Boilers,	<i>33.9</i>	<i>46.5</i>	After peak tank,	<i>9.5</i>	<i>54</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<i>98.3</i>	<i>103</i>	Other tanks, if fitted,		
	Total capacity of double bottom	<i>191.5</i>	(If necessary, furnish further information by sketch.)		

\* 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. *56*  
Date *16 Oct 1914*  
No. *117* in builder's yard.

DATES OF SURVEYS held while building

*April 3-12, May 4-15, June 8, July 2-21, August 23-27, Sept 1-6, October 8-11-1915*

Surveyor's Signature



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