

Survey held at Gloucester Date 17 September 1864
The Barrel Dorothy Master William Jones
Tonnage Old 24 Built at Gloucester When built 1864 Launched 24 August
By whom built 100 Miller & Son Owners James & others
Port belonging to Acrythia Destined Voyage Gloucester to Brazil
If surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	117	Feet	9	Inches	Extreme Breadth Outside	25	Feet	10	Inches	Depth of Hold	15	Feet	7	Inches
Scantlings of Timber.														
Outside.														
Thickness of Plank.														
Inside.														
Garboard Strakes														
Garboard to Bilge														
Bilge Planks														
Bilge to Wales														
Wales														
Topsides														
Sheer Strakes														
Plank Sheers														
Water Upper Deck														
Ways Lower Deck														
Ditto, faying surface against Timbers														
Upper Deck														
Limber Strakes														
Bilge Planks														
Ceiling in Flat														
Ditto Bilge to Clamp														
Hold Beam Clamps														
Deck Beam Ditto														
Ceiling 'twixt Decks														
Hold Beam Shelves														
Deck Beam Ditto														

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.														
Heel-Knee, & Deadw'd abaft														
Scarphs of Keel, N°														
Keelson Bolts through Keel at each Floor														
Bolts thro' Heels of Timbers against Deadwood														
Transoms and throats of Hooks														
Arms of Hooks														
Thro' Bilge & Limber Strakes														
Thickstuff over Double Floors														
Butt End Bolts														
Pintles of the Rudder														
Hold Beam														
Bolts in														
Waterway														
Knees														
Shelf or Clamp														
Deck Beam														
Bolts in														
Waterway														
Knees														
Shelf or Clamp														
Nails or Bolts in Flat of Deck														
Treenails														

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 26 3/4 Inches. The Space between the Top-Timbers is 4 1/2 Inches.
The Floors consist of Eng Oak The First Foothooks of Eng Oak
The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak
The Shifts of the First and Second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are good
The Frame is well squared from the First Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is squared
The Frames are all bolted together to the Gunwale.
The Butts of the Timbers are all close together; their thickness not less than 3 of the entire moulding at that place. N. B. If not, state how bolted.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak
The Keel is Eng Oak The Main Keelson is Eng Oak & Green and free from all defects.
The Stem, and Stern Post of Eng Oak and Aprons of Eng Oak The Transoms, Knight Heads, Hawse Timbers, and are free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Red Pine
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Red Pine
From the Light Water Mark to the Wales Red Pine
The Wales and Black-strakes are Eng Oak & Green The Topsides & Sheer-strakes Eng Oak
The Spirketting and Plank-sheers Eng & Dark Oak The Water-ways { Upper Deck Red Pine
Lower Deck Red Pine
The Decks Yellow Pine State of good
The Planking are not less than 5 Feet 5 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought between 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Eng Oak & some Red Pine
The Ceiling, Lower Hold, and between Decks Red Pine Shelf Pieces and Clamps Red Pine
Fastenings.—To Hold Beams Lodging Ropes in each Beam space and 13 pairs of Hanging Ropes extending to lower part of Bilge.
Deck Beams Lodging Ropes in each Beam space, and the pair of Hanging Ropes to each Beam including 8 pairs of Standards.

Number of Breasthooks 5 Pointers two Crutches two
Butt End Bolts are of Y. Metal in the Bottom: two Bolts in each Butt End through and clenched.
Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Eng Oak How Made Turned
Thickstuff over Double Floors Y. Metal bolted through and clenched. General Quality of Workmanship Good
We certify that the above is a correct description of the several particulars therein given.
Builder's Signature Miller & Son Surveyor's Signature Thomas Condon

Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	inches.	N ^o .	Weight.
1	Fore Sails,	Chain	210	1	16.1.24
2	Fore Top Sails,	Hempen Stream Cable	90	8 1/2	16.1.24
3	Fore Topmast Stay Sails,	Hawser	90	5 1/2	13.2.7
4	Main Sails,	Towlines	90	3 1/2	4.3.4
5	Main Top Sails,	Warp			2.2.14
6	and Spare Sails	All of good quality.			1.1.4

Her Standing and Running Rigging Hand sufficient in size and good in quality.

She has one Long Boat and two other small Boats

The present state of the Windlass is Winch Capstan _____ Rudder and Pumps two metal for all

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	} <i>Specialty Surveyed</i>
	2nd. When the Beams are put in, &c.	
	3rd. { When completed, and before the plank be painted or payed }	

This vessel has a good frame of Eng Bar and squared. The scantlings and thicknesses throughout are equal to the Rule. The Hanging knees to both decks nearly in excess, being about double the requirements of Table C. Ground tackle completed as above, and certificates of test produced from Providence Worth's Bradley Heath. Staffordshire.

The "Dorothy" is a good little vessel. Let H.C. comply with the entire exclusion of her cargo, she is the best of her class yet built by Miller & Son, and I am of opinion may be classed G.H., subject to the consideration of the Committee as regards the test of anchors and chains referred to in the recent correspondence with the Builders. Secretary's letter to them dated 13th inst.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered T. Installed over felt When last done Sept 1864

I am of opinion this Vessel should be Classed Gas

The Amount of the Fee.....£ 40 : : is received by me,

Special£ *5* : — :

Certificate £ :

Committee's Minute 20. Sept. 1864

Character assigned MD - for General

2661R To have fig: 1 1/25
1878/87 24/9/84

Thomas Conydaer

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