~~STEEL~~ ~~IRON~~ SHIP.

28[illegible] Rec 15/11/80

No. 37 Survey held at Gothenburg Date, First Survey 19 April 1880 Last Survey 4th of November 1880

the Steam Ship Novoselsky

Master B. Schwarz

Tonnage under Tonnage Deck	1145.62
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Qr. Dk.	
Ditto of Houses on Deck	
Ditto of Forecastle	158.15
Gross Tonnage	1304.77
Less Crew Space	46.49
	1258.28
Less Engine Room	274.82
Register Tonnage as cut on Beam	983.46

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.

	Feet.
HALF BREADTH (moulded)	16.25
DEPTH from upper part of Keel to top of Upper Deck Beam	20.10
GIRTH of Half Midship Frame (as per Rule)	32.6
1st NUMBER	68.95
1st NUMBER, if a **THREE-DECKED VESSEL** [deduct 7 feet]	
LENGTH	240.20
2nd NUMBER	16561.0
PROPORTIONS—Breadths to Length	7.39
Depths to Length—Upper Deck to Keel	
Main Deck ditto	11.95

PLANS CASE

Built at Lindholmen Works

When built 1880 Launched 24/8 1880

By whom built Motala Company

Owners Novoselsky & Palaschkoffsky

Port belonging to Petersburg

Destined Voyage Riga

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

LENGTH of deck as per Rule	Feet. 240	Inches. 2 1/2	BREADTH—Moulded	Feet. 32	Inches. 6	DEPTH top of Floors to Upper Deck Beams / Do. do. Main Deck Beams	Feet. 18	Inches. 4	Power of Engines	Horse. 160	N°. of Decks with flat laid 1 / N°. of Tiers of Beams 2

Dimensions of Ship per Register, length, 251.8 breadth, 33.2 depth, 18.93 Swedish M.

	Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness	8 × 2 7/8			8" × 2 7/8		
STEM, moulding and thickness	8 × 2 7/8			8" × 2 7/8		
STERN-POST for Rudder do. do.	8 1/4 × 5 1/4			8 1/4 × 5 1/4		
for Propeller	8 1/4 × 5 1/4			8 1/4 × 5 1/4		
Distance of Frames from moulding edge to moulding edge, all fore and aft	23"			22" (Class 100 A1)		
	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches per Rule	Inches per Rule	16ths per Rule
FRAMES, Angle Iron, for 3/5 length amidships	4	3 1/2	6/16"	[illegible]	3 × 3 × 6/16	
Do. for 1/5 at each end	"	"	5/16"	–	4 × 3 × 6/16	5/16
REVERSED FRAMES, Angle Iron	3"	3"	6/16"	3"	3"	6/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	21	–	13/32	21"	–	13/32"
thickness at the ends of vessel	–	–	11/32	–	–	11/32
depth at 3/4 the half-bdth. as per Rule	10 1/2	–	–	10 1/2	–	–
height extended at the Bilges	42"	–	–	42	–	–
~~BEAMS, Upper, Spar, or Awning Deck~~ ~~Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~	–	–	–	–	–	–
~~Single or double Angle Iron on Upper edge~~	–	–	–	–	–	–
~~Average space~~	–	–	–	–	–	–
BEAMS, Main, ~~or Middle~~ **Deck** ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron	8"	–	13/32"	8	–	13/32
~~Single, or~~ double Angle Iron, on Upper Edge	3"	3"	5/16"	3	3	5/16
Average space	46"	–	–	46	–	–
BEAMS, ~~Lower Deck~~, **Hold,** ~~or Orlop~~ ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron	8	–	13/32	8	–	13/32
~~Single or~~ double Angle Iron on Upper Edge	3	3	5/16	3	3	5/16
Average space	46	–	–	46	–	–
KEELSONS Centre line, single ~~or double~~ plate, ~~box, or Intercostal, Plates~~	16	–	10/16	16	–	10/16
" Rider Plate	10	–	10/16	10	–	10/16
" ~~Bulb Plate to Intercostal Keelson~~						
" Angle Irons	4 1/2	3	9/16	4 1/2	3	9/16
" ~~Double Angle Iron Side Keelson~~						
" Side Intercostal Plate	–	–	13/32	–	–	13/32
" do. Angle Irons	4 1/2	3	9/16	4 1/2	3	9/16
" Attached to outside plating with angle iron	3	3	6/16	3	3	6/16
BILGE Angle Irons	4 1/2	3	9/16	4 1/2	3	9/16
" do. Bulb Iron	8	–	13/32	8	–	13/32
" ~~do. Intercostal plates riveted to plating~~ for 1/2 length	–	–	–	–	–	–
BILGE STRINGER Angle Irons	4 1/2	3	9/16	4 1/2	3	9/16
~~Intercostal plates riveted to plating for length.~~	–	–	–	–	–	–
~~SIDE STRINGER Angle Irons~~	–	–	–	–	–	–

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths per Rule
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, breadth and thickness	34	9/16	34	9/16
from Garboard to upper part of Bilges	altern	1/2 × 15/32	altern	1/2 × 15/32
of doubling at Bilge, or increased thickness, and length applied	–	9/16	–	9/16
fm up. part of Bilge to lr. edge of Sh'rstrake	altern	1/2 × 15/32	altern	1/2 × 15/32
Main Sheerstrake, breadth and thickness	36	21/32	36	21/32
~~of d'bling at Sh'rstrake, & length applied~~				
~~from Mn. to Upr. or Spar Dk. Sh'rstrake.~~				
~~Up. or Spar Dk Sh'rstrake, brdth & thickns~~				
Butt Straps to outside plating, breadth & thickness	9	1/2 & 15/32	9	1/2 & 15/32
Lengths of Plating	9'7	–	9'7	–
Shifts of Plating, and Stringers	46"	–	46"	–
~~Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness.~~	–	–	–	–
~~Angle Iron on ditto~~	–	–	–	–
~~Tie Plates fore and aft, outside Hatchways~~	–	–	–	–
~~Diagonal Tie Plates on Beams No. of Pairs,~~	–	–	–	–
~~Plankshear material and scantling~~	–	–	–	–
~~Waterways do. do.~~	–	–	–	–
~~Flat of Upper Deck do. do.~~	–	–	–	–
~~How fastened to Beams~~	–	–	–	–
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	50	8/16	50	8/16
Is the Stringer Plate attached to the outside plating?	Yes	–	–	–
Angle Irons on ditto, No. 2	4 1/2 × 3 × 9/16		4 1/2 × 3 × 9/16	
Tie Plates, outside Hatchways	12	8/16	12	8/16
~~Diagonal Tie Plates on Beams, No. of pairs~~	–	–	–	–
Waterways materials and scantlings	Gutters			
Flat of Middle Deck do. do.	–	4"	–	4"
How fastened to Beams	Galv. Bolts and Nuts			
Stringer Plates on ends of ~~Lower Deck~~, Hold ~~or Orlop Beams~~	31	15/32	31	15/32
Is the Stringer Plate attached to the outside plating?	Yes	–	–	–
Angle Irons on ditto, No. 2	4 1/2 × 3 × 9/16		4 1/2 × 3 × 9/16	
Stringer or Tie Plates, outside Hatchways	4 × 3 × 9/16		4 × 3 × 9/16	
Flat of Lower Deck	–	–	–	–
Ceiling betwixt Decks, thickness and material	Batten and Space			
in hold do. do.	–	2 1/2	–	2 1/2
Main piece of Rudder, diameter at head	6 1/4	–	6 1/4	–
do. at heel	4	–	4	–
Can the Rudder be unshipped afloat?	Yes	–	Yes	–
Bulkheads No. 4 Thickness of		5/16 × 9/32	–	7/16 × 9/32

Height up to Maindeck

How secured to sides of ship riveted between double frames

Size of Vertical Angle ~~Irons~~ 3 × 3 × 7/16 and distance apart 2'6" ins.

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

Transoms, material. Knight-heads. Hawse Timbers. —

Windlass Harfield's Patent Pall Bitt —

The **FRAMES** extend in one length from Keel to Maindeck Riveted through plates with 3/4 in. Rivets, about 5 1/2 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Maindeck and to (beam stringer angle iron) upper edge of Hold alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 2 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 3/4 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double ~~or single~~ riveted; with rivets 3/4 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double ~~or single~~ riveted. ~~**Upper Sheerstrake,** double or single riveted.~~

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. ~~Butts of Upper or Spar Sheerstrake, treble riveted length amidships.~~

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. ~~**Butts of Upper or Spar Stringer Plate,** treble riveted for length.~~

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 5/8

Butt Straps of Keelsons, Stringer and Tie Plates, treble, ~~double or single Riveted?~~

Stringers ~~Waterway~~, how secured to Beams Riveted (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Riveted by Bracket Knees No. of Breasthooks, 3 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Swedish Bessemer Steel

Manufacturer's name or trade mark, Motala Steel and Iron Company

The above is a correct description.

Builder's Signature,

Surveyor's Signature, C. A. Möller

Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? Yes

Are the fillings between the ribs 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   28545 Iron

Do any rivets break into or through the seams or butts of the plating? No

Masts, Bowsprit, Yards, &c., are of Iron in Good condition, and sufficient in size and length. *If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.*

State also Length and Diameter of Lower Masts and Bowsprit Foremast 70 feet 25½" x 3/8"
Mainmast 67 feet 25½ x 3/8"

The Masts are built in accordance with the Rules

NUMBER for EQUIPMENT 18217

Nº.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	Nº.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	270	1 9/16	61.8 / 43.18	270 x 1 9/16	61 4/10 / 43 9/10	Bowers	1	23.3.12	23.15.2.14	2 à 23½	23½
			75½	1	24.12 / 12	75 x 1			1	23.2.5	23.11.3.14	1 à 20	20
2	Fore Sails,		75	7/8	18 / 9				1	20.0.0	20¾		
2	Fore Top Sails,	(State Machine where Tested, Date, & name Suprintdt)	Tested at Netherton 30/9 25/9 17/9 4/9 1880		D. G. Lewis			(State Machine where Tested, Date, & name of Suprintdt.)	Tests at Netherton 30/9	30/9 24/9 14/9	14/9 17/9 D. G. Lewis		
2	Fore Topmast Stay Sails	Hmpn Strm Cbl	90 x 10½			90 x 10							
1	Main Sails,	Hawser ...	90 x 9½			90 x 9		Stream ...	1	8.1.9	10½	1 à 8	10 2/20
	Main Top Sails,	Towlines ...	90 x 6			90 x 6			1	4.0.7	6½	1 à 4	6 7/20
		Warp ...	120 x 3½					Kedges ...					
	and	quality	120 x 1½						1	2.0.9	4.12.2.0	1 à 2	4½

Standing and Running Rigging of Wire and Hemp is sufficient in size and Good in quality. She has 2 à 26' Long Boats and 1 à 20'

The Windlass is Good Capstan Good and Rudder Good Pumps Good

Engine Room Skylights.—How constructed? Steel Trunk and Wood Skyl How secured in ordinary weather? Dead Lights

What arrangements for deadlights in bad weather? Secured

Coal Bunker Openings.—How constructed? Steel Trunk to Bridge How are lids secured? — Height above deck? —

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Waterports and Scuppers

Cargo Hatchways.—How formed? Steel framed 2' high

State size **Main Hatch** 36' x 11'6 Forehatch 17' x 9'6" Quarterhatch 24' x 10'

If of extraordinary size, state how framed and secured? Steel deck and 2 Webplates

What arrangement for shifting beams? Bolted to double Angles

Hatches, If strong and efficient? Yes 2½" Solid

Order for Special Survey No. .... Date ....

Order for Ordinary Survey No. .... Date ....

No. .... in builder's yard.

DATES of Surveys held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought: 4th of June 1880
- 2nd. On the plating during the process of riveting: 1 of July 1880
- 3rd. When the beams were in and fastened, and before the decks were laid: 15 of July 1880
- 4th. When the ship was complete, and before the plating was finally coated or cemented: 16 of Aug 1880
- 5th. After the ship was launched and equipped: 22 of Oct 1880

and thereto 2 à 3 times in the week from the 19th of April to this date

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

The Ship is built of Steel tested in accordance with the Rules and Report
The Plates are in two sides stamped with Lloyds Steel Brand and the Manufacturers Trade Mark.
She has one deck and rigged as schooner
The Bridgehouse is 33 feet and the Forecastle 23 feet in length
The Material and Workmanship is of good quality and the Vessel in a good and efficient state fit for the conveyance of dry and perishable goods to and from all parts of the world.
The Plans to this Ship are approved by the Committee the 4th of March 1880.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Bottom Cement Topside Red Lead Outside Red Lead

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee ... ...£ 5 : : is received by me, C A Möller

Special ... ...£ 57 : 12 : 4th of Nov 1880

Certificate ... : 5 : See Letter annexed

C. A. Möller

(Travelling Expenses, if any, £ 1.1/-). £62:17

Committee's Minute Friday November 26 1880

Character assigned 100 A1 Steel

Lloyds ... TBW

This vessel appears to be eligible to be classed 100 A1 Steel as recommended