

1 or 2 Dks., R. Q. Dk.,  
and Pt. Awng. Dk.

# IRON OR STEEL STEAMER.

No. 3713.

MON. 24 AUG 1903

State if Report is also sent on the Machinery of the Vessel *Yes.*  
Date of completion of Report *18th August 03.* Port of *Rotterdam.*

Received at London Office

Date, First Survey *19 August 02.* Last Survey *15th August 1903.*

Rig *Schooner.*

Master *P. de Gaele.*

Year of appointment *(1) As master in service of owner of present vessel: 1903. (2) As master of this vessel: 1903.*

Built at *Rotterdam.*

When built *02-03.* Launched *10th June 03.*

By whom built *Bonn & Mees.*

Owners *Maats. Schoonheid Dorothée*

Managers *P. W. Rouman.*  
(Where necessary to be entered in Reg. Book).

Residence *Rotterdam.*

Port belonging to *Rotterdam.*

Survey held at *Rotterdam.*

On the *Steel Screw Steamer Dorothée*

TONNAGE under Tonnage Deck... *1868.52.*

Do. of Poop

Do. of Raised Qr. *112.62.*

Do. of Break... *20.23.*

Do. of Bridge House

Do. of Forecastle *23.66.*

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of Engine Room... *2035.03.*

Gross Tonnage *47.87.*

Less Crew Space

Less above Crown of Engine Room... *1987.16.*

TONNAGE FOR FEES... *651.21.*

Less Engine Room

Less Navigation Spaces *26.60.*

Register Tonnage as cut on Beam... *1309.35.*

ONE OR TWO DECKED VESSEL.

CLASS *Nr 100 A.1.*

Half Breadth (moulded) *20.0.*

Depth from upper part of Keel to top of Main Deck Bms. *22.23.*

Girth of Hull Midship Frame (as per Rule) *40.02.*

1st Number *82.85.*

Length on deck from after part of stem to fore part of stern post *279.23.*

2nd Number *23184.*

Proportions—Breadths to Length *6.99.*

Depths to Length—Main Deck to top of Keel... *12.20.*

Destined Voyage *Crossed.* If Surveyed while Building, Afloat, or in Dry Dock *Building*

LENGTH on Deck as per Rule... *279.* Breadth... *40.13.* Depth... *19.23.* Moulded Depth... *22 ft. 0. ins.* Round of Beam, Actual *10. ins.*

## FRAMING.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <i>1" or 1 1/2"</i> Bars, for $\frac{3}{4}$ length amidships	5	3 1/2	8	5	3 1/2	8
Do. for $\frac{1}{2}$ at each end	"	"	"	"	"	"
Do. in way of Double Bottoms at Solid Floors.	3 1/2	3 1/2	7-8	3 1/2	3 1/2	7-8
" " " at intermdt. Bkts.	3 1/2	3 1/2	7-8	3 1/2	3 1/2	7-8
Spacing of Frames from centre to centre	24	24	24	24	24	24
REVERSED FRAME, Angles	3 1/2	3 1/2	7-8	3 1/2	3 1/2	7-8
DEEP FRAMING, depth of girder	6	8	7-8	6	8	7-8
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{3}{4}$ length amidships	Cellular Double					
" in way of Engines and Boilers	Bottom					
" thickness at the ends of vessel	every					
" depth at $\frac{3}{4}$ the half breadth, as per Rule	8-7			8-7		
" height extended at the Bilges	24			24		
FLOORS & BRACKETS, in Cell Dble Bottoms	Not flanged					
" " state if flanged (top & bottom)	24			24		
" " Spacing	24			24		
CENTRE GIRDER, in Double Bottom, depth and thickness	38	10-11	38	10-11		
" " Angles, Top	4	4	9-8	4	4	9-8
" " " Bottom	6	4	9-8	6	4	9-8
IDE GIRDERS, number on each side & thickness	One	8-7	One	8-7		
" " state if flanged (top & bottom)						
" " Angles	3 1/2	3 1/2	8-7	3 1/2	3 1/2	8-7
MARGIN PLATE, depth (exclusive of flange) and thickness	30	8-9	28	8-9		
" " Angles to Outside Plating	3 1/2	3 1/2	8	3 1/2	3 1/2	8
" " Floors	6	8-7	6	8-7		
" " Height of Floors at the Bilges	6		6			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	10-9-8	36	10-9-8		
" " thickness in Engine and Boiler space	9-10		9-10			
" " Remainder in Holds	4		4			
AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	6	3	9	6	3	9
" " Angles on Upper Edge	7 1/2	3	9	7 1/2	3	9
" " Spacing	24		24			
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	The main dk beam					
" " Angles on Upper Edge	are in accordance					
" " Spacing	with the approved					
AMS, Hold, Plate or Tee Bulb	plan and the					
" " Angles on Upper Edge	ties in accordance					
" " Spacing	with their length.					
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	9	6	3	9
" " Angles on Upper Edge						
" " Spacing	24		24			
AMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3 1/2	9	8	3 1/2	9
" " Angles on Upper Edge	3	3	9	3	3	9
" " Spacing	48		48			
ARS, In 'tween Decks, Size and Spacing						
" " Hold	4-4 1/2 x 48		4-4 1/2 x 48			
" " Quarter, 'tween Dks., "						
" " in Hold						
WEB FRAMES, In Fore Body, No. and Spacing	One		One			
" " " Brdth. & Thickness	23	8	21	8		
WEB FRAMES, In E. & B. Space, No. & Spacing						
" " " Brdth. & Thickness						
WEB FRAMES, In After Body, No. and Spacing						
" " " Brdth. & Thickness						
" " No. of Side Stringers						
" " Size of Angles or Tee Bars to Web Frames	2 x 3 1/2 x 3 1/2 x 8		2 x 3 1/2 x 3 1/2 x 8			
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

## FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule.
KEEL, Bar or Side Plates depth and thickness	Flat. Keel plate	
STEM, moulding and thickness	Forged 10 x 2 1/2	10 x 2 1/2
STERN-POST for Rudder do. do.	Cast 10 x 6	10 x 6
" " for Propeller	Steel 10 x 6	10 x 6
MAIN PIECE of Rudder, diameter at head	1 3/4	1 3/4
" " do. at heel	5 3/4	5 3/4
RUDDER, how constructed	Single plate 1" approved plan	
Can the Rudder be unshipped afloat?	Yes.	

## KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" Rider Plate	See Centre Keelson					
" Bulb Plate to Intercoastal Keelson	in Double Bottom					
" Horizontal Plates on Floors						
" Angles	38 x 10					
SIDE KEELSON, Angles						
" Bulb or Plate above floors for	Ing.					
" Intercoastal Plate for	length					
" Attached to outside plating with Angle	One Girder in					
BILGE KEELSON, Angles						
" Bulb or Plate above floors for	Ing.					
" Intercoastal Plate for	length					
" Attached to outside plating with Angle	Double Bottom					
BILGE STRINGER Angles						
" Bulb Plate for	length					
" Intercoastal Plate for	length					
" Attached to outside plating with Angle	Three Side Stringers					
SIDE STRINGER Angles						
" Bulb or Intercoastal Plate for	Ing.					
" Attached to outside plating with Angle	Have been fitted see plan					

Main and Raised Quarter Deck Stringer Plate, breadth and thickness	40-36	10-8	40-36	10-8
" Angle on ditto	4 1/2-4 1/2	10-9	4 1/2-4 1/2	10-9
" Tie Plates, outside Hatchways	4-4	9	4-4	9
" Diagonal Tie Plates on Bms., No. of Pairs				
" Main Dk* Iron or Steel for Fuel	Ing.	9-8-7-6	Ing.	9-8-7-6
" R. Q. Dk* Iron or Steel for Fuel	Ing.			
" Wood Deck, Material & thickness				
Lower Deck Stringer Plate, breadth and thickness				
" Angles on ditto, No.				
" Tie Plates, outside Hatchways				
" Deck* Material and thickness				
Hold Stringer Plate				
" Angles on ditto, No.				
Poop Deck Stringer Plate, breadth & thickness				
" Angle on ditto				
" Tie Plates				
" Deck, Material and thickness				
Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	30	8	30	8
" Angle on ditto	3 1/2-3 1/2	8	3 1/2-3 1/2	8
" Tie Plates	6		6	
" Deck, Material and thickness	Steel			
Forecastle Deck Stringer Plate, brdth & thcknss	24	7	24	7
" Angle on ditto	3 1/2-3 1/2	7	3 1/2-3 1/2	7
" Tie Plates	Plated with Winder			
" Deck, Material and thickness	Deck Panel 2 1/2			

\* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
BULKHEADS.	In Vessel.	Per Rule.	Horizontal.	Vertical.	
W.T. BULKHEADS	4-4	7-6	5 x 3 1/2-8-48	5-3 1/2-8-30	Both Dks.
PARTITION					
LONGITUDINAL					
Are the outside Plates doubled two spaces of Frames in length?					as per Rule
Are the Shute Valves and Watertight Doors in efficient working order?					Yes. Make



**PLATING.**

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		Ordinary Edges.		RIVETING.		BUTTS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.	Spacing or to cr.	Breadth.	Thickness.
FLAT PLATE KEEL	16	12	12	12	16	12	Double	6	1	4	1	3 1/2	10 1/2	10 1/2
GARBOARD OF A Strake	54	12	11	11	12	12	"	5 1/4	7/8	3 3/4	1	3 1/2	9	9
B "	60	10	9	9	10	10	"	"	"	"	1	3 1/2	12	12
C "	54	10	9	9	10	10	"	"	"	"	1	3 1/2	9	9
D "	46	11	10	10	11	11	"	"	"	"	1	3 1/2	9	9
E "	50	12	10	10	12	12	"	"	"	"	1	3 1/2	9	9
F "	60	12	10	10	12	12	"	"	"	"	1	3 1/2	12	12
G "	54	11	9	9	11	11	"	"	"	"	1	3 1/2	9	9
H "	60	11	9	9	11	11	"	"	"	"	1	3 1/2	12	12
J "	54	11	9	9	11	11	"	6	1	4	1	3 1/2	9	9
K "	42	15	10	10	42	15	"	3 1/4	7/8	3 3/4	1	3 1/2	19	18
L "	The strakes B & C have been continued to collision bulkhead of midship thickness.													
M "														
N "														
O "														
P "														
DOUBLING of Flat Plate Keel	Length and thickness of Bilges doubled as per profile plan to four frame spaces within bridge ends from where no. of strake doubling is increased = 13/20													
POOP SIDES	RAISED QUARTER DECK SIDES													
BRIDGE SIDES	FORECASTLE SIDES													
LENGTHS OF PLATING	Nine frame spaces.													

Manufacturer's name or trade mark of the Low or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. See men's Martin

Luxemburger, Bergwerf

Quinburger, Eisen & Stahlwerke

Deutsche Werke, Krefeld

Deutsche Werke, Krefeld

Has the Steel been tested as required by the Rules Yes

**FRAMES** extend in one length from Margin plate to Deck state if ordinary or jogged

**REVERSED FRAMES** on floors and frames extend from Margin plate to Main Bk. in all fields state if ordinary or jogged

and in forepeak to Main Bk. and forecastle alternately.

**MASTS, SPARS, &c.**

LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	Steel	76-0	18-9/20	14-9/20	14-1/2	3-5/8	2			Single	Double
Main	Do.	78-6	"	15-4/20	"	"	"			"	"
Mizen											

Bowsprit

Topmasts, Yards and Remainder of Spars One Cargo, Surriahs

Rigging, Material and Size, Shrouds Fore and Main 2x3 1/2" steel wire & 1x2 1/2" Stays 1x3 1/2" and 1x2 1/2" Steel wire

Sails One Suit of Good Quality Sails and the following spare sails 1

Equipment No. 2460 Letter 2 Tonnage U.D.K. or Plating No. for Trawlers

**ANCHORS.**

Number of Certificate.	Anchors.	WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 22.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.			
97	1st Bower	38	0	20	38	0	20	38	0	20	Penguin's Patent	18/12-02
98	2nd "	36	0	14	33	4	0	37	2	0	"	18/12-02
99	3rd "	36	0	9	33	4	0	37	2	0	"	18/12-02
	Collective weight	110	0	43	104	8	0	112	4	0		
94	Stream	10	1	19	12	6	2	9	2	0	Ordinary	18/12-02
95	Kedge	4	3	6	4	2	0	4	3	0	"	18/12-02

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length & Size per Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towing.	Length and Size per Table 22.	
	Length.	Diam.		Tons.	Cwts.	qrs.	lbs.					Length.	Diam.		Length.	Cir.
62	120	1 1/2	55 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110
63	120	1 1/2	55 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110
	Iron Steam Chain or Steel Wire	120	1 1/2	55 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2

**HAWSERS AND WARPS.**

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length & Size per Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towing.	Length and Size per Table 22.		
			Length.	Diam.	Tons.	Cwts.					qrs.	lbs.		Length.	Diam.	Length.
62	120	1 1/2	55 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	
63	120	1 1/2	55 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	
	Iron Steam Chain or Steel Wire	120	1 1/2	55 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2	110	1 1/2

**Boats** Three Two of which are lifeboats

**Pumps, Number** Four Diameter of Barrel 5" State whether they are in efficient working order Yes

**Windlass is** Hand Steam Patent Capstan Yes

**Engine Room Skylights**—How constructed? Steel and angle

What arrangements for deadlights in bad weather? Steel lids + deadlights

**Coal Bunker Openings**—How constructed? Steel + angle How are lids secured? Battens Height above deck? 18 above bulkhead

Number of Scuppers, and number and dimensions of Freeing Ports, &c. Three in fore well - four in after well - 40 x 20"

**Ceiling in Holds**, thickness and material 2 1/2" Pine Cargo Battens, thickness and material 1 1/2" Cargo Battens

**Cargo Hatchways**—How formed? Steel and angles Hatches—If strong and efficient? 2 1/2" Pine

State size No. 1 Hatch (Forward) 20' 14" 3' No. 2 Hatch 24' 14" 3' No. 3 Hatch 24' 14" 3' No. 4 Hatch 24' 14" 3'

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch Two webs and three fore and afters

No. of Breasthooks Four No. of Crutches One deep from aft

**Bulwarks**, height above deck and description Steel 4'-0" x 4'-0" Main Rail and Stays, material and size L + D. 6 x 3 - 1/2" + 1 1/2"

The above is a correct description.

Builder's Signature (here only) R. Deenenburg Surveyor's Signature R. Deenenburg Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1A.

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

London Dec 1/12 - 20/12 - 28/12 - 12/1 - 1903 - 26/2 - 24/3 - 20/4 - 1903

**Workmanship.** Are the butts of plating planed or otherwise fitted? Overlapped, Chipped and caulked.

Is the riveted work properly closed? Yes. Satisfactory.

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. Satisfactory. 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? Yes. a few.

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. 23, par 24)? Yes. State results of tests Satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? Yes. State results of tests Satisfactory.

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

The workmanship is Satisfactory and the vessel has been built in accordance with the approved plans in general conformity with the Society's Rules and Secretary's Orders referred to above.

The Bottom forward 3/5 length to the collision bulkhead has been stiffened as required for depths of full form.

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

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 66 ft., R.Q.D. or Break 18 ft., Bridge Dk. 66 ft., F'castle 18 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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) One Deck. Steel. 2 Deep Framing.

Official No. 150; Signal Letters No. State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Cement, Oil and Paint Outside Paint.

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

Where fitted.	*Length.	Water Capacity.	Where fitted.	Cellular System	
				*Length.	Water Capacity.
Double bottom, aft, <u>Length divided in two.</u>	<u>70-0</u>	<u>164.5</u>	Fore peak tank,	<u>16-0"</u>	<u>34</u>
Double bottom, under Engines and Boilers,			After peak tank,	<u>14-0"</u>	<u>29</u>
Double bottom, if under Engines only,	<u>18-9"</u>	<u>61.5</u>	Deep tank, aft,		
Double bottom, if under Boilers only,	<u>No. Water Ballast</u>		Deep tank, forward		
Double bottom, forward, <u>Length divided in two.</u>	<u>138-0"</u>	<u>244</u>	Other tanks, if fitted,		

\* 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 Yes.

Order for Special Survey No. 150

Date 12/12-1902

No. 150 in builder's yard.

THE SURVEYOR'S REPORT

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, 19

Special £ 4 : 13 : 6 Received by me, 19.10.03

Travelling Expenses, if any £ 1 : 14 : 0

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

I am of opinion this Vessel should be Classed As 100 A1.

With, or without Freeboard, as condition of Class Without Freeboard.

Committee's Minute TUES. 25 AUG 1903

Character assigned 100 A1 Steel

and

T & M C 8, 03

Certificate Issued.

20/10/03

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