

Sailing Vessel. IRON OR STEEL SAILING SHIP.

No. 134.

Port of *Christiania* Date of completion of Report *17th Dec 1894* Received at London Office *21 DEC 94*
Survey held at *Fevig p. Arendal* Date of First Survey *10th April 1894* Last Survey *3rd December 1894*
On the *Steil Barque Dorothy, Fevigs No 12* Rig *3 Mast Schooner* *Barque*

TONNAGE under
Tonnage Deck. } *346.06*
Do. of Poop *46.55*

ONE OR TWO DECKED VESSEL.

CLASS *JK*Master *A. W. Lind* *See entry at Lloyd's*Year of Appointment *1894* *(1) As master in service of owner of present vessel: 18*
*(2) As master of this vessel: 18*Built at *Fevig Jernskibbyggeri*When built *1894* Launched *27th Oct 1894*By whom built *Fevig Jernskibbyggeri*Owners *Actieselskabet Dorothy*Managers *Oluf S. Wingaard*

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

Residence *Christiansund N.*Port belonging to *Christiansund N.*Do. of raised Gr. } *8.82*
Do. of Break } *5.35*Do. of Bridge House *8.82*Do. of Forecastle *5.35*Do. of Houses on Deck *407.17*Do. of excess of Hatchways *18.28*Gross Tonnage *407.17*Less Crew Space *407.17*TONNAGE FOR FEES.. *363.74*Less Navigation spaces *363.74*Register Tonnage *363.74*
as cut on Beam.... }Half Breadth (moulded) *13.94*Depth from upper part of Keel to top of Upper Deck Beams *13.33*Girth of Half Midship Frame (as per Rule) *23.50*1st Number *50.77*Length *148.96*2nd Number *7562.69*Proportions—Breadths to Length *5.35*Depths to Length—Upper Deck to top of Keel *11.70*Destined Voyage *Christiansund N.*

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH—Top of Floors to Upper Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>148</i>	<i>11</i>	<i>1/2</i>	<i>27</i>	<i>10</i>	<i>1/2</i>	<i>12</i>	<i>2</i>	<i>1</i>	<i>1</i>	<i>1</i>

Dimensions of Ship per Register, Length, *155.7* breadth, *28.1* depth, *12.0*. Moulded depth, ft. *12* in. *9*. Round up of Beam *7* ins.

ORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	<i>21 x 8/20</i>	<i>21 x 8/20</i>
KEEL, moulding and thickness	<i>6 1/4 x 15/8</i>	<i>6 1/4 x 15/8</i>
STERN-POST, do. do.	<i>6 1/4 x 15/8</i>	<i>6 1/4 x 15/8</i>
MAIN-PIECE of RUDDER, diameter at head	<i>3 3/4 dia</i>	<i>3 3/4 dia</i>
" " " at heel	<i>2 1/4 "</i>	<i>2 1/4 "</i>

RUDDER, how constructed *forced in one piece*
Can the Rudder be unshipped afloat? *Yes.*

FRAMING.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.	20ths per Rule.
FRAME, Angles, L Bars, for 1/2 length amidships	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
Do. for at each end	<i>3</i>	<i>3</i>	<i>5</i>	<i>3</i>	<i>3</i>	<i>5</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>21</i>			<i>21</i>		
REVERSED FRAME, Angles	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
DEEP FRAMING, depth of girder	<i>14</i>		<i>6</i>	<i>14</i>		<i>6</i>
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships	<i>14</i>		<i>5</i>	<i>14</i>		<i>5</i>
" thickness at the ends of vessel	<i>8</i>			<i>8</i>		
" depth at 1/2 the half breadth, as per Rule	<i>28</i>			<i>28</i>		
" height extended at the Bilges	<i>7</i>		<i>7</i>	<i>7</i>		<i>7</i>
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
" Angles on Upper Edge	<i>42</i>			<i>42</i>		
" Average space						
BEAMS, Lower Deck, Plate or Tee Bulb						
" Angles on Upper Edge						
" Average space						
BEAMS, Hold, Plate or Tee Bulb						
" Angles on Upper Edge						
" Average space						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>7</i>	<i>5 1/2</i>	<i>3</i>	<i>7</i>
" Angles on upper edge	<i>42</i>			<i>42</i>		
" Average space						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, or Tee Bulb						
" Angles on upper edge						
" Average space						
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>8</i>	<i>6 1/2</i>	<i>3</i>	<i>8</i>
" Angles on Upper Edge	<i>42</i>			<i>42</i>		
" Average space						
PILLARS, in tween Decks, Size and Spacing	<i>42</i>	<i>2 1/2 dia</i>	<i>42</i>	<i>2 1/2 dia</i>		
" " Hold						
" " Quarter, tween Dks.						
" " in Holds						
WEB-FRAMES, Number and Spacing						
" Breadth and thickness						
" No. of Side Stringers, breadth & thickness						
" Size of Angles or Tee Bars to Web Frames						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.	20ths per Rule.
CENTRELINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>21</i>		<i>8</i>	<i>21</i>		<i>8</i>
" Rider Plate	<i>24</i>	<i>9/20</i>	<i>8</i>	<i>24</i>	<i>9/20</i>	<i>8</i>
" Bulb Plate to Intercoastal Keelson						
" Horizontal Plates above floors	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
" Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
SIDE KEELSON, Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
" Bulb or Plate above floors for 1/2 lng.	<i>7</i>		<i>7</i>	<i>7</i>		<i>7</i>
" Intercoastal Plate for 1/2 length	<i>11</i>		<i>5</i>	<i>11</i>		<i>5</i>
" Attached to outside Plating with Angle	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
BILGE KEELSON, Angle	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
" Bulb above floors for length						
" Intercoastal Plates for length						
" Attached to outside Plating with Angle						
BILGE STRINGER, Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
" Bulb Plate for length						
" Intercoastal Plates for length						
" Attached to outside Plating with Angle						
SIDE STRINGER, Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
" Bulb Plate for whole length	<i>7</i>		<i>7</i>	<i>7</i>		<i>7</i>
" Intercoastal Plate for length						
" Attached to outside Plating with Angle						
UPPER SIDE STRINGER, Angles						
" Bulb Plate for length						
" Intercoastal Plate for length						
" Attached to outside Plating with Angle						
Main Deck Stringer, Plate, breadth and thickness	<i>36</i>	<i>7</i>	<i>36</i>	<i>7</i>		
" Angle on ditto	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
" Tie Plates fore and aft, outside Hatchways	<i>8</i>	<i>7-6</i>	<i>8</i>	<i>7-6</i>		
" Diagonal Tie Plates, No. of Prs.	<i>3 off</i>	<i>8</i>	<i>7</i>	<i>8</i>	<i>7</i>	
" Main Dk. * Iron or Steel for length						
" Wood Deck, Material & thickness	<i>3 1/2 x 5</i>		<i>3 1/2 x 5</i>			
Lower Deck Stringer Plate, breadth and thickness						
Is the Stringer Plate attached to the Outside Plating?						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
" Diagonal Tie Plates, No. of Prs.						
" Deck, Material & thickness						
Hold Stringer Plate						
Is the Stringer Plate attached to the Outside Plating?						
" Angles on ditto, No.						
Poop Deck Stringer Plate, breadth & thickness	<i>15</i>	<i>5</i>	<i>75</i>	<i>5</i>		
" Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>		
" Tie Plates	<i>8</i>	<i>6</i>	<i>8</i>	<i>6</i>		
" Deck, Material and thickness	<i>3 x 5</i>		<i>3 x 5</i>			
Bridge Deck Stringer Plate, breadth & thickness						
" Angle on ditto						
" Tie Plates						
" Deck, Material and thickness						
Forecastle Deck Stringer Plate, breadth & thickness	<i>14 1/2</i>	<i>6</i>	<i>14 1/2</i>	<i>6</i>		
" Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>		
" Tie Plates						
" Deck, Material and thickness	<i>3 x 5</i>		<i>3 x 5</i>			

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

BULKHEADS.	Number.		Thickness. <small>Inches. or 20ths.</small>	STIFFENERS.			Single or Double Frames.	Height up.
	In Vessel.	Per Rule.		Horizontal.	Vertical.	Spacing		
				<small>Inches.</small>	<small>Inches.</small>	<small>Inches.</small>		
W. T. BULKHEADS	1	1	5/20	5 x 3 1/2	3 x 3 1/2	30	Double	above deck
PARTITION								
Are the outside Plates doubled two spaces of Frames in length?								

PLATING.										RIVETING.									
AS IN SHIP.										EDGES.									
PER RULE OR AS APPROVED.										BUTTS.									
STRAKES.										IF LAPPED.									
AMIDSHIP.										RIVETS.									
FORWARD.										STRAPS.									
AFT.										IF LAPPED.									
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Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 3/11/93, 12/10/93.

11/11/93, 13/10/93 (Order for Building)

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

General Remarks (State quality of workmanship, &c.) The workmanship is throughout of first class and is the ship built according to the enclosed and approved tracings two plans "Midshipsection S, N° 12 & 13" and "Profile of Steel Schooners N° 12 & 13". The Ship is one decked with one tier of beam, Poop 40 feet and Forecastle 24' long. The deckhouse is of iron and inside lined with wood on felt, filled with good beds for the crew and a carpenter's shop. In this deckhouse is also placed a vertical steam boiler and a steam winch from Messrs Clark Chapman & Co Gateshead. The boiler is tested with 160 lbs cold water pressure and working pressure 80 lbs. This steam winch works for loading and discharging the cargo. The Poop is very nicely equipped with accomodations for the ships Officers. The gutterways have been tested.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40' ft., R Q D or Break Bridge Dk. ft., F'castle 24 ft. (in feet and tenths). 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) 1 Dk. Wood, 1 Tr Beam

Official No. ; Signal Letters J R T H.
How are the surfaces preserved from oxidation? Inside Patent Composition Outside Patent composition & oil paint

Order for Special Survey Building	1st. On the several parts of the frame, when in place, and before the plating was wrought	10 th April 1894
Date 3 rd Nov. 1893	2nd. On the plating during the process of riveting	20 th June 1894
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid	31 st July 1894
Date	4th. When the ship was complete, and before the plating was finally coated or cemented	1 st Sept. 1894
No. 12 in builder's yard.	5th. After the ship was launched and equipped	3 rd December 1894
DATES OF SURVEYS held while building as per Section 18.		Total No. of Visits 5.

The amount of Entry Fee £ 2 0 : 0
407 tons Special Survey Fee £ 20 7 : 0
Travelling Expenses, if any £ 11 10 : 0
and off from home 6th a £ 8.

Fees applied for, 1st Dec 1894
Received by me, 18.

Certificate to be sent to Lloyd's Surveyor John Weasel Christiania

I am of opinion this Vessel should be Classed With, or without Freeboard, as condition of Class +100A 1.

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

Committee's Minute
Character assigned 100A + Steel

Latex
White Xis.
[Signature]

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100A - (Steel). To entitle the vessel to the figure 1 for equipment a towline 75 fathoms of 8", and a hawser 90 fathoms of 5 1/2" remain to be supplied to complete the equipment in accordance with Rule 22.

+100A - (Steel)
100A
BK 7" "Cem"

The Surveyor should be informed that to entitle the vessel to the figure 1 for equipment a towline 75 fms of 8", and a hawser 90 fms of 5 1/2" remain to be supplied to complete the equipment in accordance with Rule 22. Since the vessel was surveyed no other alterations were supplied, the steel wire cable is not in line with the rule.