

2 Decks.

IRON OR STEEL STEAMER.

Received at London Office

22 SEP 91

State if Report is also sent on the Machinery of the Vessel *yes*

Date of completion of Report *19 Sep. 1891.*

Port of *West Hartlepool.*

Survey held at *West Hartlepool.*

Date, First Survey *27 April 1891.*

Last Survey *17 Sep.*

1891

the *Steel Screw Steamer "Rocstor"*

Schooner Rig *2 Masts.*

AGE under

TWO DECKED VESSEL.

Master *J. J. Holman*

Age Deck... *1768.96*

CLASS *100 A 1.*

Year of appointment (1) As master in service of owner of present vessel: 1891 (2) As master of this vessel: 1891

Poop *72.14*

Raised Or. or Break... *179.88*

Bridge House *198.91*

Houses on Deck *4.49*

Excess of Hatchways *22.36*

Forecastle *38.84*

Over Crown of the Room... *26.14*

Tonnage *2357.45*

Over Space *64.98*

Over Crown of the Room... *2286.47*

Engine Room *752.46*

Navigation Spaces *23.09*

Over Tonnage *1510.92*

On Deck *280.4*

Feet. Inches. BREADTH - Moulded... *39 10*

Feet. Inches. DEPTH - Top of Floors to Main Deck Beams... *18 3 1/2*

Power of Engines *200*

No. of Decks with Flat laid *One*

No. of Tiers of Beams *One and web frames*

Dimensions of Ship per Register, Length, *198.0* breadth, *40.0* depth, *18.35*.

Moulded Depth, ft. *20* ins. *8*

Round of Beam *9 1/2* inches.

ORGANISMS AND CASTINGS.

Bar or Side Plates depth and thickness

moulding and thickness...

V-POST for Rudder do. do.

PIECE of Rudder, diameter at head...

do. at heel...

Rudder, how constructed *forged and plated*

Rudder be unshipped afloat? *yes.*

FRAMING.

Angles, or Bars, for length amidships

at each end...

way of Double Bottoms...

of Frames from moulding edge to

ling edge, all fore and aft...

USED FRAME, Angles...

depth and thickness of Floor Plate

at mid line for length amidships...

way of Engines and Boilers...

thickness at the ends of vessel...

depth at 1/2 the half breadth, as per Rule

eight extended at the Bilges...

S & BRACKETS, in Cell Double Bottoms

Distance apart...

BE GIRDER, in Double Bottom, depth

and thickness...

Angles, Top *4x4x7/10* Bottom

ORDERS, number and thickness

Angles...

IRON PLATE, depth (exclusive of flange)

and thickness...

Angles...

BOTTOM PLATING, breadth and

thickness of Middle Line Strake

thickness in Engine and Boiler space

Remainder in Holds...

Main and Raised Quarter Deck,

gle Angle, Bulb Angle, Plate or Tee Bulb

Angles on Upper Edge...

Average space...

Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on Upper Edge...

Average space...

Hold, Plate or Tee Bulb

Angles on Upper Edge...

Average space...

Lower Edge

Angles on Upper Edge...

Average space...

Poop Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on Upper Edge...

Average space...

Bridge Deck, Angle, Bulb Angle,

Plate or Tee Bulb

Angles on Upper Edge...

Average Space...

Forecastle Deck, Angle, Bulb Angle,

Plate or Tee Bulb

Angles on Upper Edge...

Average space...

IRONS, in Between Decks, Size and Spacing

Hold

IRONS, in Fore Body, No. and Spacing

Brth. & Thickness

No. of Side Stringers

IRONS, in After Body, No. and Spacing

Brth. & Thickness

No. of Side Stringers

Size of Angles or Tee Bars to Web Frames

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Ceiling betwixt Decks, thickness and material		BULKHEADS. No. in Vessel		No. Reqd. by Rule	
Thickness	Material	Thickness	Angles	Spacing	Height up
2 1/2 in	Iron	7/16	Vertical	48	Upper Deck
2 1/2 in	Iron	7/16	Vertical	48	Double
2 1/2 in	Iron	7/16	Vertical	48	Single

Number of Breasthooks 9
Crutches 4
Are the outside Plates doubled two spaces of Frames in length? *Yes*

The FRAMES extend in one length from *center line* to *each side*. Riveted through Plates with *3/8* in. Rivets, about *7* apart
The REVERSED ANGLE on floors and frames extend from *center line* to *height of Upper Lower Deck alternately*. And *the 2nd frame to raised Quarter Deck and Bridge Deck.*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.
Garboard, double riveted to *Keel* of Flat Plate Keel, with rivets *1* in diameter, averaging *4* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in diameter, averaging *3 1/2* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *1/2* length; with rivets *7/8* in dia., averaging *3 1/2* ins. from cr. to cr.

Butts of all Strakes of Bilge for *1/2* length, treble riveted with Butt Straps *3/8* thicker than the plates they connect.
Edges from Bilge to Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *1/2* length; with rivets *7/8* in dia., averaging *3 1/2* ins. from cr. to cr.
Edges of Sheerstrake, double or single riveted. Butts of Sheerstrake, treble riveted for *1/2* length amidships.

Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Single or Double Butt Straps to Stringer Plate for *1/2* length.
Butts of Inner Bottom Plating double riveted for *1/2* length. Butts of Centre Girders treble riveted.

Breadth of edge laps of Shell Plating in double riveting *6 3/4* to *4 1/2*. Breadth of edge laps of Shell Plating in single riveting *6 3/4* to *4 1/2*.
Butt Straps of Shell Plating breadth and thickness *1 1/4* to *1 1/4*. Butts if Lapped, breadth of laps *9 7/8*.

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted.
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. *Steel from - Dorman Long & Co. Ltd. Hull, and West Works, Wear & Co. Ltd. South Shields and Great North East Iron Works.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed, where practicable.*
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 generally.*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *Yes.* Do any rivets break into or through the seams or butts of the plating? *Yes. Aft.*

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

MASTS, SPARS, &c.
Fore Mast: Material *Iron*, Total Length *58-9*, Diameter and Thickness: At Partners *22 x 4 1/2*, Heel *19 x 4 1/2*, Hoards *17 x 4 1/2*, Head *16 x 4 1/2*, No. of Plates in round *Two*, Riveting: Seams *Double*, Butts *Double*.

LOWER MASTS: Main Mast: Material *Iron*, Total Length *59-6*, Diameter and Thickness: At Partners *21 x 4 1/2*, Heel *18 x 4 1/2*, Hoards *16 x 4 1/2*, Head *14 x 4 1/2*, No. of Plates in round *One*, Riveting: Seams *Double*, Butts *Double*.

MIZEN: *The mizen in masts tested as prescribed by the Rules and found satisfactory as approved. See letter of the 15/7/91.*

Bowsprit: *Satisfactory as approved. See letter of the 15/7/91.*
Topmasts, Yards and Remainder of Spars: *See letter.*

Rigging, Material and Size, Shrouds: *3/4*, Stays: *4/4*
Sails: *One Complete*, Suit of Sails, and the following spars: *See letter.*

EQUIPMENT No. 25289, LETTER S, ANCHORS.
Number of Certificate, Weight, Ex. Stock, Weight of Stock, Test, Per Certificate, Weight Req. by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

No.	Certificate	Wt. Ex. Stock		Wt. Stock		Test, Per Certificate		Wt. Req. by Rule		Description	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	Cwts.	qrs.	Tons	cwts.	qrs.	lbs.			
22067	1st Bower	40	0	0	0	36	15	0	40	0	0	South's Hookless Anchor Works 1/18/91. South Dock
22069	2nd "	40	0	6	0	35	16	3	44	0	0	do. 1/18/91. South Dock
22068	3rd "	35	1	1	0	32	13	0	34	0	0	do. 1/18/91. Superintendent

CHAIN CABLES. Number of Certificate, Fathoms, Size, Weight of Chain Cable, Fathoms & Size, Description, Makers of Cables, Where and when tested, and Superintendent, Material, Fathoms, Size, Fathoms & Size, Per Rule.

No.	Certificate	Fathoms		Size	Weight of Chain Cable		Fathoms & Size		Description	Makers of Cables	Where and when tested, and Superintendent
		Per Rule	Actual		Per Rule	Actual					
12152	135	135	196	196	231	0	0	270	19	19	W. & A. Wood & Co. 1/18/91. South Dock
12157	135	135	196	196	230	2	22	270	19	19	do. 1/18/91. South Dock

HAWSERS AND WARPS. Number of Certificate, Fathoms, Size, Weight of Chain Cable, Fathoms & Size, Description, Makers of Cables, Where and when tested, and Superintendent, Material, Fathoms, Size, Fathoms & Size, Per Rule.

Boats: *Four*
Pumps, Number: *Four*, Diameter of Barrel and Tail Pipe: *5 x 2 1/2*
The Windlass is: *Iron*, Capstan: *Wrought Iron*
Engine Room Skylights: *How constructed? of steel & iron.*
What arrangements for deadlights in bad weather? *Steel shutters fitted with bulls' eyes.*

Coal Bunker Openings: *How constructed? of iron. How are lids secured? 2 1/2 hatches. Height above deck? 11' 4 1/4*
Number of Scuppers, and number and dimensions of Freeing Ports, &c.: *Forward, one port 30 x 24, one 18 x 20, and aft, 3 ports each 22 x 15 on each side. Five Scuppers on each side.*
Cargo Hatchways: *How formed? of iron plates & angled. Hatches, if strong and efficient? Yes. 3' hatch.*

State size No. 1 Hatch (Forward) *15-11 x 13-10 x 4 1/2*, No. 2 Hatch *13-11 x 13-10 x 4 1/2*, No. 3 Hatch *13-11 x 13-10 x 4 1/2*, No. 4 Hatch *17-10 x 13-10 x 4 1/2*
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch: *One web in No. 1 & 2, 2 x 3 1/4 hatches, and three fore afters in each hatchway.*

Bilwarks, height above deck and description: *57' height. 9 1/2 x 7 1/2 inch. Main Rail, material and size: 6 x 3 1/2 inch bulb angle iron.*
The above is a correct description.
Builder's Signature, (here emb.): *W. & A. Wood & Co.* Surveyor's Signature: *Thos. Phillips*

Order for Special Survey No. *1199*
Date: *10 March 1891*
Order for Ordinary Survey No. *185*
Date: *17 Sep. 1891*
No. *185* 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.
2nd. On the plating during the process of riveting.
3rd. When the beams were in and fastened, and before the decks were laid.
4th. When the ship was complete, and before the plating was finally coated or cemented.
5th. After the ship was launched and equipped.
Total No. of Visits: *58*

State dates and initials of letters respecting this case: *7 Mar. 15 July & 17 Sep. 1891 (M), and 8 Sep. 91 (E)*

General Remarks (State quality of workmanship, &c.): *This vessel has been built in accordance with the Rules, and the approved tracings now in the London Office.*

The whole of the materials used in the hull have been tested as prescribed by the Rules & found satisfactory.

The workmanship throughout the vessel is of good quality.

It is understood, that, the filler under the hold beam in the Engine & Boiler space has been fitted in the River Line.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *18-10* ft., R.Q.D. or Break *51-0* ft., Bridge Dk. *122* ft., F'castle *31* 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. *Bridge and Raised Quarter Deck joined, and Bulk Poop abaft R.B. Deck.*

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) *12th. Iron Steel & wet frames.*
Official No. *98983*; Signal Letters: *MHKD*

PARTICULARS OF WATER BALLAST.—Double bottom, aft, length *✓* and water capacity in tons *✓*. Double bottom, forward, length *✓* and water capacity in tons *✓*. Double bottom, under engines and boilers, length *✓* and water capacity in tons *✓*. If under Engines only, or Boilers only, state which *✓*. Double bottom, constructed on the cellular system, length *244* ft. and water capacity in tons *474*. Fore peak tank, water capacity in tons *✓*. After peak tank, water capacity in tons *35*. Midship deep tank, length *✓* and water capacity in tons *✓*. Other tanks, if fitted, length *✓* and water capacity in tons *✓*. The above have *now* been tested as required by the Rules. (If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside *by Portland Cement & paint* Outside *by paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated *4 Sep. 1891*. In Summer *1* ft. *10 1/2* ins. In Winter *2* ft. *2* ins. For Winter in North Atlantic *2* ft. *0* ins. Fresh Water above the centre of disc *4 1/2* ins. To top of Wood, Iron or Steel Upper Deck. *Statutory deck line.*

The amount of Entry Fee: *£ 5* is received by me, *Thos. Phillips*. Special ... *£ 82* is received by me, *Thos. Phillips*. Certificate ... *Gratis*. Travelling Expenses, if any *£*. I am of opinion this Vessel should be Classed *100A1 "Steel"*. Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute: *TUES. 29 SEP 1891*
Character assigned: *100A1 Steel*

La rcp
+ 2mcg. 91
Well deck
note record of Alkhs -
7 K



HPL 366-0033(2/12)