

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 6680

Port of *Hamburg* Date of completion of Report *20 December 1901* Received at London Office
Survey held at *Flensburg* Date, First Survey *8th March 1901* Last Survey *18 December 18 1901*
On the *Steel screw steamer* **ROSTOCK** Rig *2 Masts with Staysails.*

TONNAGE under
Tonnage Deck... *4457.6*
Do. between Tonnage Dk.
and 3rd. Ath. Spar or
Awning Dk. *4457.6*
Total under Upper Dk. *4457.6*

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS *100 A1 Spar dk.*

Master *N. Trulsen*

Year of Appointment *1890*

Built at *Flensburg*

When built *1901* Launched *16 Oct. 1901*

By whom built *Flensburger Schiffbau-Ges.*

Owners *Deutsch Australische*

Managers *Dampfschiffs-Gesellschaft*

Residence *Hamburg*

Port belonging to *Hamburg*

Poop
Bridge House
Forecasts
Houses on Deck
Excess of Hatchways
Crown of
Room...
Tonnage *4942.34*
Crown of
Room...
GE FOR FEES... *4942.34*
Engine Room
Navigation Spaces

ter Tonnage... *2884.14*

Destined Voyage *Australia*

If Surveyed while Building, Afloat, or in Dry Dock *yes*

Length on Deck *391* Feet. Inches. *0* BREADTH *47* Feet. Inches. *10* DEPTH, top of Floors to Spar or Awning Dk. Beams *29* Feet. Inches. *8* Power of Engines *899* Horse. No. of Decks with flat laid *Three*
No. of Tiers of Beams *Three*
Dimensions of Ship per Register, Length *391* breadth *47* & depth. *20.2* Spar or Awning Dk. Moulded depth, ft. *24* ins. *4* To Main Dk. Round up of Beam, Main Dk. *12* ins.

| FRAMING. | | | | FORGINGS AND CASTINGS. | | | |
|---|-----------------|----------------|---------------------------------|------------------------|-----------------|----------------|---------------------------------|
| INCHES IN SHIP. | INCHES IN SHIP. | 20THS IN SHIP. | INCHES PER RULE OR AS APPROVED. | INCHES IN SHIP. | INCHES IN SHIP. | 20THS IN SHIP. | INCHES PER RULE OR AS APPROVED. |
| KEEL, Angles, or Bars, for $\frac{1}{2}$ length amidships | 6 | 3 1/2 | 11 1/2 | 3 1/2 | 11 | | |
| for $\frac{1}{2}$ at each end | 5 1/2 | 3 1/2 | 8 1/2 | 3 1/2 | 8 | | |
| in way of Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 9 1/2 | 3 1/2 | 9 | | |
| at intermdt. Bkts. | | | | | | | |
| of Frames from moulding edge to | | | | | | | |
| adding edge, all fore and aft | 24 | | | 24 | | | |
| INVERSE FRAME, Angles | 4 | 3 1/2 | 9 1/2 | 3 1/2 | 9 | | |
| FRAMING, depth of girder | | | | | | | |
| RS, depth and thickness of Floor Plate | | | | | | | |
| at mid-line for $\frac{1}{2}$ length amidships | | | | | | | |
| in way of Engines and Boilers | | | | | | | |
| thickness at the ends of vessel | | | | | | | |
| depth at $\frac{1}{2}$ the half-bdth. as per Rule | | | | | | | |
| height extended at the Bilges | | | | | | | |
| RS & BRACKETS, in Cell Dble Bottoms | 1 | 44 | 9 | 44 | 9 | | |
| Distance apart | | | | | | | |
| RE GIRDER, in Double bottom, depth | | | | | | | |
| and thickness | 44 | 1049 | 44 | 1049 | | | |
| Angles, Top | 4 | 4 | 9 1/2 | 4 | 9 | | |
| Bottom | 5 | 5 | 11 1/2 | 5 | 11 | | |
| GIRDERS, number and thickness | | | | | | | |
| Angles | 3 1/2 | 3 1/2 | 8 1/2 | 3 1/2 | 8 | | |
| IN PLATE, depth (exclusive of flange) | | | | | | | |
| and thickness | 4 | 4 | 9 1/2 | 4 | 9 | | |
| Angles | | | | | | | |
| BOTTOM PLATING, breadth and | | | | | | | |
| thickness of Middle Line Strake | | | | | | | |
| thickness in Engine and Boiler space | | | | | | | |
| Remainder in Holds | | | | | | | |
| S, Spar or Awning Deck, Single Angle | 7 1/2 | 3 | 9 1/2 | 7 1/2 | 3 | 9 | |
| Bulb Angle, Plate or Tee Bulb | | | | | | | |
| Angles on upper edge under Long Ports | 8 | 3 | 10 1/2 | 8 | 3 | 10 | |
| average space | | | | | | | |
| S, Main Deck, Single Angle, Bulb | 8 | 3 | 10 1/2 | 8 | 3 | 10 | |
| Angle, Plate or Tee Bulb | | | | | | | |
| Angles on upper edge | | | | | | | |
| average space | | | | | | | |
| S, Lower Deck, Single Angle, Bulb | 10 | 6 | 12 1/2 | 10 | 6 | 12 | |
| Angle, Plate or Tee Bulb | | | | | | | |
| Angles on upper edge | | | | | | | |
| average space | | | | | | | |
| S, Hold or Orlop, Plate or Tee Bulb | 8 | 3 | 10 1/2 | 8 | 3 | 10 | |
| Angles on upper edge | | | | | | | |
| average space | | | | | | | |
| Poop Deck, Angle, Bulb Angle, Plate | 6 | 3 | 8 1/2 | 6 | 3 | 8 | |
| or Tee Bulb | | | | | | | |
| Angles on upper edge | | | | | | | |
| average space | | | | | | | |
| Bridge Deck, Angle, Bulb Angle, Plate | 6 | 3 | 8 1/2 | 6 | 3 | 8 | |
| or Tee Bulb | | | | | | | |
| Angles on upper edge | | | | | | | |
| average space | | | | | | | |
| Forecastle Deck, Angle, Bulb Angle | 3 | 3 | 7 1/2 | 3 | 3 | 7 | |
| Plate or Tee Bulb | | | | | | | |
| Angles on upper edge | 8 1/2 | 3 | 9 1/2 | 8 1/2 | 3 | 9 | |
| average space | | | | | | | |
| IS, In tween Deck, size and spacing | | | | | | | |
| Hold | | | | | | | |
| Quarter, tween Dks., " | | | | | | | |
| in Hold | | | | | | | |
| FRAMES, In Fore Body, No. and spacing | | | | | | | |
| brdth. & thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| 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 | | | | | | | |
| BRACKET PLATES to Stringers between | | | | | | | |
| Web Frames, depth and thickness | | | | | | | |

1200

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | |
|--------------------------------------|---|------------|----------|------------|----------|--------------------------|-----------|------------|----------|------------|----------|------------|-------------------|-----------------|-------|-----------------------|---------|---------|------------|--|
| STRAKES. | AS IN SHIP. | | | | | PER RULE OR AS APPROVED. | | | | | EDGES. | | | | | BUTTS. | | | | |
| | AMIDSHIP. | | FORWARD. | | AFT. | | AMIDSHIP. | | FORWARD. | | AFT. | | Single or Double. | Breadth of Lap. | Diam. | Spacing or cr. to cr. | RIVETS. | STRAPS. | IF LAPPED. | |
| | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | | | | | | | | |
| FLAT PLATE KEEL | 36 | 20 | 14 | 14 | 36 | 20 | double | 6 | 1 | 4 | quad | 1 | 3 1/2 | | | | | | | |
| GARBOARD OR A STRAKE | 66 | 16 | 13 | 15 | 66 | 16 | " | " | 5 1/4 | 7/8 | 3 3/8 | quad | 7/8 | 3 | | | | | | |
| B " | 51 | 12 | 13 | 15 | 51 | 12 | " | " | " | " | " | " | " | " | | | | | | |
| C " | 51 | 11 | 10 | 14 | 51 | 11 | " | " | " | " | " | " | " | " | | | | | | |
| D " | 51 | 12 | 10 | 10 | 51 | 12 | " | " | " | " | " | " | " | " | | | | | | |
| E " | 51 | 12 | 10 | 10 | 51 | 12 | " | " | " | " | " | " | " | " | | | | | | |
| F " | 51 | 13 | 10 | 10 | 51 | 13 | " | " | " | " | " | " | " | " | | | | | | |
| G " | 51 | 12 | 10 | 10 | 51 | 12 | " | " | " | " | " | " | " | " | | | | | | |
| H " | 51 | 13 | 10 | 10 | 51 | 13 | " | " | " | " | " | " | " | " | | | | | | |
| J " | 51 | 12 | 9 1/2 | 9 1/2 | 51 | 12 | " | " | " | " | " | " | " | " | | | | | | |
| K " | 51 | 13 | 10 | 10 | 51 | 13 | " | " | " | " | " | " | " | " | | | | | | |
| L " | 51 | 12 | 9 1/2 | 9 1/2 | 51 | 12 | " | " | " | " | " | " | " | " | | | | | | |
| MAIN SHEER | 44 | 14 | 10 | 10 | 44 | 14 | " | " | " | " | " | " | " | " | | | | | | |
| N " | 51 | 13 | 10 | 10 | 51 | 13 | " | " | " | " | " | " | " | " | | | | | | |
| SPAR SHEER | 40 | 16 | 10 | 10 | 40 | 16 | " | " | 6 | 1 | 4 | quad | 1 | 3 1/2 | | | | | | |
| LONG POOP | 38 | 8 | | | 38 | 8 | single | 2 1/2 | 3/4 | 3 | double | 3/4 | 2 1/2 | | | | | | | |
| POOP | 46 1/2 | 10 | | | 46 1/2 | 10 | " | " | " | " | " | " | " | " | | | | | | |
| DOUBLING OF FLAT PLATE KEEL | Keel plate & Garboard in one section. First | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Bilges | at Break for 24 ft 3 1/2 13 | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Sheerstrakes | | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Strake below | | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDES | | | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | single 2 1/2 3/4 3 Double 3/4 2 1/2 5 11 | | | | | | | | | | | | | | | | | | | |

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. *Siemens Martin Steel, Middlesbrough, Durham, St. John Bay, & Palmers, Glasgow, Scotland*

Palmer, Kinner, Dorman Long, St. John Bay, Scotland & David Colville, 1 Dorman Long, Thames Iron Works & Shipbuilding Co., London

FRAMES extend in one length from *TANK SIDE & KEEL* to *Spar, Bridge, Poop & Forecastle decks*.

REVERSED FRAMES on floors and frames extend from *2 frames for 3/4 all to Bridge & Spar deck*. But frames in fore peak to Forecastle reverse frames all to Spar deck alternately to Forecastle at after end, double on Tank floors in Engine & Boiler spaces.

MASTS, SPARS, &c.

| LOWER MASTS... | Material. | Total Length. | DIAMETER AND T-JOINERS. | | | No. of Plates in round. | ANGLES. | | RIVETING. | | |
|----------------|-----------|---------------|-------------------------|------------|------------|-------------------------|---------|---------|-----------|--------|--------|
| | | | At Partners. | Heel. | Hounds. | | Head. | Number. | Size. | Seams. | Butts. |
| Fore | Steel. | 100' 9 1/2 | 26 x 8 1/2 | 21 x 7 1/2 | 20 x 7 1/2 | 9 7/8 | Ymo | | | double | Ymo |
| Main | | 152' 6 1/2 | 26 x 7 1/2 | " | " | " | " | | | " | " |
| Mizen | | | " | " | " | " | " | | | " | " |

Bowsprit.

Topmasts, Yards and Remainder of Spars *Capmasts continuous with lower masts extreme lengths in brackets.*

Rigging, Material and Size, Shrouds *Steel 3/4 x 3/4 1/2 Main Shrouds 3/4 Stays 4. 3 1/2 & 2 1/2*

Sails, *Best, best canvas*, Suit of stay topsails. Sails, and the following spare sails

EQUIPMENT No. *46844* LETTER *Y* ANCHORS.

| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK. | | WEIGHT OF STOCK. | | TEST, PER CERTIFICATE. | | WEIGHT REQ. BY RULE. | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|-------------------|--------------------|------|------------------|------|------------------------|-------|----------------------|------|------------------------|---------|---|
| | | Cwts. | qrs. | Cwts. | qrs. | Tons. | cwts. | Cwts. | qrs. | | | |
| 209 | 1st Bower | 62 | 2 | 14 | 10 | 49 | 17 | 2 | 0 | 58 | 2 | 0 |
| 209 | 2nd " | 62 | 0 | 21 | " | 49 | 12 | 2 | 0 | 58 | 2 | 0 |
| 206 | 3rd " | 57 | 1 | 4 | " | 43 | 4 | 2 | 21 | 49 | 3 | 0 |
| | Collective weight | 186 | 0 | 14 | " | 146 | 3 | 0 | | | | |
| 214 | Stream | 44 | 1 | 0 | 3 | 2 | 4 | 15 | 16 | 3 | 14 | 14 |
| 220 | Kedge | 7 | 0 | 8 | 1 | 3 | 4 | 9 | 4 | 0 | 25 | 7 |
| | 2nd Kedge | | | | | | | | | | | |

CHAIN CABLES.

| Number of Certificate. | Fathoms. | Size. | Test per Certificate. | WEIGHT OF CHAIN CABLE. | | Fathoms and Size Per Rule. | Description. | Makers of Cables. | When and where tested, and Superintendent. | Material. | Fathoms. | Size. | Breaking Test of Steel Wire Towing. | Fathoms and Size Per Rule. |
|------------------------|----------|-------|-----------------------|------------------------|-----------|----------------------------|--------------|-------------------|--|-----------|----------|-------|-------------------------------------|----------------------------|
| | | | | Supplied. | Per Rule. | | | | | | | | | |
| 25 | 270 | 3 1/2 | 100 1/2 | 646 | 3 1/2 | 645 | 3 1/2 | 270 | 2 1/2 | Steel | Yarrow | 270 | 2 1/2 | 100 1/2 |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

HAWSERS AND WARPS.

| Number of Certificate. | Fathoms. | Size. | Test per Certificate. | WEIGHT OF CHAIN CABLE. | | Fathoms and Size Per Rule. | Description. | Makers of Cables. | When and where tested, and Superintendent. | Material. | Fathoms. | Size. | Breaking Test of Steel Wire Towing. | Fathoms and Size Per Rule. |
|------------------------|----------|-------|-----------------------|------------------------|-----------|----------------------------|--------------|-------------------|--|-----------|----------|-------|-------------------------------------|----------------------------|
| | | | | Supplied. | Per Rule. | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

Boats *2 life boats each 28 ft. 9. Two Ego each 19.6*

Pumps, Number *One in fore peak only.*

Windlass is *Clarke Chapman for Steam Hoists, Capstan*

Engine Room Skylights.—How constructed? *4 steel with lead flaps, on frame 8 ft above bridge deck.*

What arrangements for deadlights in bad weather? *None.*

Coal Bunker Openings.—How constructed? *Steel* How are lids secured? *Sec'd 2 1/2* Height above deck? *30 above engine room.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 freeing ports 42 x 8 & 3 scuppers on each side in well forward.*

Ceiling in Holds, thickness and material *Pine 2 1/2* Ceiling 'tween Decks, thickness and material, *6 x 2 Pine both spaces.*

Cargo Hatchways.—How formed? *Steel round corners 38" above deck.* Hatches, if strong and efficient? *yes.*

State size No. 1 Hatch (Forward) *20 ft x 14 ft* No. 2 Hatch *26 x 14* No. 3 Hatch *12 x 14* No. 4 Hatch *30 x 14, 14 x 14, 20 x 14 ft.*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *41. 4 x 5 each one web plate, 402. two web plates, each 40 x 5*

Has 3 fore and afters, Hatches *2 1/2* Lids *Steel 4 x 5* No. of Breasthooks *5* No. of Crutches *Steel 40 x 10*

Bulwarks, height above deck and description *Steel 4 x 5 1/2 1 Stay 8 x 1/2 1/2 Spaced 5 ft. Main Rail, material and size *4 x 3 1/2 1/2**

The above is a correct description.

Builder's Signature (here only) *P. C. W. Phaulson* Surveyor's Signature *C. A. Sykes*

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

MON. DEC 23 1901

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *M.*
4th Aug 1900. 22 Aug 18" Sept 1901.

Workmanship. Are the butts of plating planed or otherwise fitted? *planed & overlapped throughout*
 Is the riveted work properly closed? *yes.*
 Are the liners between the frames and plates solid single pieces? *yes in fore peak not joined.* 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 plating? *no.*
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes and all overlapped.*

General Remarks (State quality of workmanship, &c.) *This Spar deck steel screw steamer, is a sister vessel to the Ripalda Report No 6610. She has been built in accordance with the approved amended plans the requirements of the Secretary's letters, dealing with this case, and in all respects in conformity with the Society's Rule requirements, with a view to obtain the 100 A 1 Spar deck Steel Class in the Society's Register book.*
The steel materials used in the construction have been manufactured at approved works and tested by the Society's Surveyors in accordance with the Rule requirements. Spar frame and Rudder are steel castings manufactured tested by the Society's Surveyors, in conformity with the approved plans. & Rule requirements. The Workmanship and Materials throughout are of the best description. The cellular double bottom and the fore and after peaks have been fitted & stowed to allow height of load line and framed tight, built tight in Hold. Gunnel. Decks & stairways lined with a live and framed tight. Hand pumps in fore peak tested & found to work satisfactory. The hand pumps in hold have been dispensed with as previous by approved, and in lieu thereof an additional steam suction has been fitted in each hold.

The Surveyor should state the Number of Report and Name of any Sister Vessel. *No 6610 Ripalda.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *26 ft.*, R.Q.D. or Break *ft.*, Bridge Dk. *ft.*, Fore castle *46 ft.* (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *poop and Bridge are continuous.*

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 St. & Spar deck steel, 3 tiers of beams, forward wood sheathed in teak 40 x 12 1/4, 40 x 14, 40 x 16.*

Official No. *;* Signal Letters

How are the surfaces preserved from oxidation? Inside *Oil paint & Cement in bottom.* Outside *bottom, painted, top side oil paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Cellular System.*

| Where fitted. | Length. | Water Capacity. | Where fitted. | Length. | Water Capacity. |
|---|---------|-----------------|--|---------|-----------------|
| | | | | | |
| Double bottom, aft. | 98 | 241 | Fore peak tank, | | |
| Double bottom, forward. | 140 | 484 | After peak tank, | | |
| Double bottom, under Engines and Boilers. | | | Midship deep tank, | | |
| Double bottom, if under Engines only. | 42 | 154 | Other tanks, if fitted, | | |
| Double bottom, if under Boilers only. | 24 | 90 | (If necessary, furnish further information by sketch.) | | |

Length of Water Ballast *244* 99 Tons
 State whether the above have been tested as required by the Rules *yes.*

Order for Special Survey No. *208*
 Date *8, 13, 26, 30, March, 19, 24, 28, 29, April*

Order for Ordinary Survey No. *18*
 Date *4, 7, 9, 15, 21 May 7, 21, 24 June 9, 26, July*

No. *208* 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 *8, 13, 26, 30, March, 19, 24, 28, 29, April*
 2nd. On the plating during the process of riveting *4, 7, 9, 15, 21 May 7, 21, 24 June 9, 26, July*
 3rd. When the beams were in and fastened, and before the decks were laid *6, 14, 20, 23, 24 Aug 10, 24 Sept 2, 9, 16, 21, 22, Oct.*
 4th. When the ship was complete, and before the plating was finally coated or cemented *13, 23, 24 Nov. December 3, 14, 18*
 5th. After the ship was launched and equipped *36* Total No. of Visits *Days*

The amount of Entry Fee *£ 5:0:0* Fees applied for, *18/12 1901*
 Special Survey Fee *£ 149: 6:0* Received by me, *20/12 1901*
 Travelling Expenses, if any *£ 15:10:0* *1/12/01*

I am of opinion this Vessel should be Classed *100 A 1 Steel Spar dk.*
 With, or without Freeboard, as condition of Class *without Freeboard* Surveyor to Lloyd's Register of British and Foreign Shipping. *C. A. Sykes*

Committee's Minute *TUES. 24 DEC 1901*
 Character assigned *100 A 1 Steel Spar dk*
Sec'd a & c
+ 2 me 12, 11
subject

Full Certificate, *Witness, 24/12/01.*

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