

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

IRON OR STEEL STEAMER.

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

Date of completion of Report *2-11-07*

Date, First Survey *June 4th*

No. *19565*

THUR. 7 NOV 1907

Received at London Office,

Port of *Null.*

Last Survey *31-10-1907*

Rig *Ketch*

Master *Not yet appointed*

Year of appointment *(1) As master in service of owner of present vessel: 19
(2) As master of this vessel: 19*

Built at *Beverley*

When built *1907* Launched *26-8-07*

By whom built *Cook, Walton & Pymell Ltd*

Owners *Rohats & Ruthven Ltd*

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

Residence *Grimsley*

Port belonging to *Grimsley*

Port of Call *yes.*

Survey held at *Beverley*

On the *S.S. SEMIRAMIS*

TONNAGE under Tonnage Deck *220.75*

Do. of Poop *14.75*

Do. of Raised Or. Dk. of Break *5.78*

Do. of Bridge House *1.47*

Do. of Forecastle *3.47*

Do. of Houses on Deck *246.22*

Do. of excess of Hatchways *114.14*

Do. above Crown of Engine Room *6.47*

Gross Tonnage *246.22*

Less Crew Space *114.14*

Less above Crown of Engine Room *6.47*

TONNAGE FOR FEES *125.61*

Less Engine Room

Less Navigation Spaces

Register Tonnage as cut on Beam *125.61*

ONE OR TWO DECKED VESSEL.

CLASS *100 A.*

Half Breadth (moulded) *10.93*

Depth from upper part of Keel to top of Main Deck Bms. *13.08*

Girth of Half Midship Frame (as per Rule) *19.87*

1st Number *43.88*

Length on deck from after part of stem to fore part of stern post *123.83*

2nd Number *5433*

Proportions—Breadths to Length *5.6*

Depths to Length—Main Deck to top of Keel *9.4*

Destined Voyage *Dishui*

If Surveyed while Building, Afloat, & in Dry Dock *yes.*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>123</i>	<i>10</i>		<i>21</i>	<i>10 1/2</i>		<i>11</i>	<i>9</i>		<i>One</i>	<i>One</i>

Dimensions of Ship per Register, Length, *125.0* breadth, *22.0* depth, *11.82* Moulded Depth, *12* ft. *7* ins. Round of Beam, Actual *6* ins.

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, Angles, <i>1</i> <i>E or L</i> Beam, for $\frac{1}{2}$ length amidships	<i>4</i>	<i>3</i>	<i>8/20</i>	<i>4</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>8</i>	<i>2</i>	<i>8</i>	<i>2</i>	
Do. for $\frac{1}{2}$ at each end	<i>4</i>	<i>3</i>	<i>8/20</i>	<i>4</i>	<i>3</i>	STEM, moulding and thickness	<i>8</i>	<i>2</i>	<i>8</i>	<i>2</i>	
Do. in way of Double Bottoms at Solid Floors	<i>4</i>	<i>3</i>	<i>8/20</i>	<i>4</i>	<i>3</i>	STERN-POST for Rudder do. do.	<i>6</i>	<i>3</i>	<i>6</i>	<i>3</i>	
Spacing of Frames from centre to centre	<i>20</i>			<i>20</i>		for Propeller	<i>6</i>	<i>3</i>	<i>6</i>	<i>3</i>	
REVERSED FRAME, Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	MAIN PIECE of Rudder, diameter at head	<i>4 1/2</i>		<i>4 1/2</i>		
DEEP FRAMING, depth of girder	<i>4</i>			<i>4</i>		do. at heel	<i>3 1/4</i>	<i>3</i>	<i>2 3/4</i>		
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>16</i>			<i>16</i>		RUDDER, how constructed <i>Forged & Plated</i>					
in way of Engines and Boilers	<i>7</i>			<i>7</i>		Can the Rudder be unshipped afloat? <i>yes</i>					
thickness at the ends of vessel	<i>6</i>			<i>6</i>		KEELSONS AND STRINGERS.					
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>6</i>			<i>6</i>		CENTRE LINE KEELSON, Vertical Plate above floors, <i>Through Plate, or Intercoastal Plate</i>	<i>8 1/2</i>		<i>8</i>	<i>8 1/2</i>	<i>8</i>
height extended at the Bilges	<i>6</i>			<i>6</i>		Rider Plate	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>
FLOORS & BRACKETS, in Cell Dble Bottoms						Bulb Plate to Intercoastal Keelson	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>
state if flanged (top & bottom)						Horizontal Plates on Floors	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>
Spacing						Angles	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>
CENTRE GIRDER, in Double Bottom, depth and thickness						SIDE KEELSON, Angles					
Angles, Top						Bulb or Plate above floors for lng.					
Bottom						Intercoastal Plate for length					
SIDE GIRDERS, number on each side & thickness						Attached to outside plating with Angle					
state if flanged (top & bottom)						BILGE KEELSON, Angle	<i>5</i>	<i>4</i>	<i>8/20</i>	<i>5</i>	<i>4</i>
Angles						Bulb or Plate above floors for lng.					
MARGIN PLATE, depth (exclusive of flange) and thickness						Intercoastal Plate for length					
Angles to Outside Plating						Attached to outside plating with Angle					
Floors						BILGE STRINGER Angle	<i>5</i>	<i>4</i>	<i>8/20</i>	<i>5</i>	<i>4</i>
Height of Floors at the Bilges						Bulb Plate for length					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Intercoastal Plate for length					
thickness in Engine and Boiler space						Attached to outside plating with Angle					
Remainder in Holds						SIDE STRINGER Angle	<i>5</i>	<i>4</i>	<i>8/20</i>	<i>5</i>	<i>4</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>	Bulb or Intercoastal Plate for lng.					
Angles on Upper Edge						Attached to outside plating with Angle					
Spacing	<i>40</i>			<i>40</i>		Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>26</i>	<i>6</i>	<i>26</i>	<i>6</i>	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Angle on ditto	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>
Angles on Upper Edge						Tie Plates, outside Hatchways	<i>7</i>	<i>6</i>	<i>7</i>	<i>6</i>	
Spacing						Diagonal Tie Plates on Bms., No. of Pairs					
BEAMS, Hold, Plate or Tee Bulb						Main Dk* Iron or Steel for lng.					
Angles on Upper Edge						R. Q. Dk* Iron or Steel for way of <i>8 x 3</i> of engines					
Spacing						Wood Deck, Material & thickness	<i>3 1/4</i>	<i>3</i>	<i>3 1/4</i>	<i>3</i>	<i>3</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						Lower Deck Stringer Plate, breadth and thickness					
Angles on Upper Edge						Angles on ditto, No.					
Spacing						Tie Plates, outside Hatchways					
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb						Deck* Material and thickness					
Angles on Upper Edge						Hold Stringer Plate					
Spacing						Angles on ditto, No.					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>	Poop Deck Stringer Plate, breadth & thickness					
Angles on Upper Edge						Angle on ditto					
Spacing	<i>40</i>			<i>40</i>		Tie Plates					
PILLARS, In 'tween Decks, Size and Spacing						Deck, Material and thickness					
Hold						Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness					
Quarter, 'tween Dks.						Angle on ditto					
in Hold						Tie Plates					
WEB FRAMES, In Fore Body, No. and Spacing						Deck, Material and thickness					
Brdth. & Thickness						Forecastle Deck Stringer Plate, brdth & thcknss	<i>24</i>	<i>6</i>	<i>24</i>	<i>6</i>	
No. of Side Stringers						Angle on ditto	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>
WEB FRAMES, In E. & B. Space, No. & Spacing						Tie Plates					
Brdth. & Thickness						Deck, Material and thickness					
No. of Side Stringers						Is the Stance Valves and Watertight Door in efficient working order? <i>yes.</i>					
WEB FRAMES, In After Body, No. and Spacing											
Brdth. & Thickness											
No. of Side Stringers											
Size of Angles or Tee Bars to Web Frames											
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness											

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					Rivets.					Butts.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Rivets.		Butts.		If Lapped.			
Width.	Thickness.	Width.	Thickness.	Width.	Thickness.	Width.	Thickness.	Width.	Thickness.	Single or Double.	Rivets.	Double or Triple.	Rivets.	Straps.	Thickness.	Width.	Length.		
FLAT PLATE KEEL	33	8	8	8	33	8	8	8	33	8	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
GARBOARD OF A STRAKE		6	6	6		6	6	6		6	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
B "		6	6	6		6	6	6		6	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
C "		6	6	6		6	6	6		6	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
D "		6	6	6		6	6	6		6	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
E "		6	6	6		6	6	6		6	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
F "		6	6	6		6	6	6		6	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
G "	42	10	7	7	42	10	7	7	42	10	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
H "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
I "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
J "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
K "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
L "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
M "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
N "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
O "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
P "											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
DOUBLING OF FLAT PLATE KEEL											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
Length of Bilges											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
Length of Sheerstrakes											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
Length of Strake below											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
POOP SIDES		6		6		6		6		6	Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
RAISED QUARTER DECK SIDES											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
BRIDGE SIDES											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
FORECASTLE SIDES											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
LENGTHS OF PLATING											Double	4 1/2	3/4	3/3	Double	3/4	2 1/8	9 1/4	
Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.?										Main Stringer Plate Butts, riveted for full length amidship.									
South Durham & Co. open hearth process.										Butts, riveted for full length amidship.									
Has the Steel been tested as required by the Rules?										Butts, riveted for full length amidship.									
FRAMES extend in one length from keel to deck										Butts, riveted for full length amidship.									
REVERSED FRAMES on floors and frames extend from where no cement, double										Butts, riveted for full length amidship.									
hedge to hedge in 8 & 13 spaces.										Butts, riveted for full length amidship.									
MASTS, SPARS, &c.										Butts, riveted for full length amidship.									
LOWER MASTS, Fore Pine, Main Steel, Mizzen Steel										Butts, riveted for full length amidship.									
Bowsprit Pine										Butts, riveted for full length amidship.									
Topmasts, Yards and Remainder of Spars Pine										Butts, riveted for full length amidship.									
Rigging, Material and Size, Shrouds Wire 3 and 2 1/4										Butts, riveted for full length amidship.									
Sails, One Suit of										Butts, riveted for full length amidship.									
Equipment No. Letter										Butts, riveted for full length amidship.									
ANCHORS.										Butts, riveted for full length amidship.									
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.										Butts, riveted for full length amidship.									
32196 1st Bower 5 2 6 1 1 15 7 16 10 5 2 0 Rodgers Griffin 21 Jan 27 8 07, Penell										Butts, riveted for full length amidship.									
32197 2nd 5 1 0 1 1 1 7 7 11 3 14 5 0 0										Butts, riveted for full length amidship.									
32195 3rd 3 0 7 0 3 7 5 10 0 0 2 3 0										Butts, riveted for full length amidship.									
Collective weight 13 3 13										Butts, riveted for full length amidship.									
Stream Kedge										Butts, riveted for full length amidship.									
CHAIN CABLES.										Butts, riveted for full length amidship.									
Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size supplied, Description, Makers of Cables, Where and when tested and Superintendent.										Butts, riveted for full length amidship.									
7305 105 176 20 3 30 4 62 3 14 60 2 16 105 176 Steel Griffin Cardiff 31-8-07 Penn.										Butts, riveted for full length amidship.									
Iron Stream Chain or Steel Wire										Butts, riveted for full length amidship.									
HAWSERS AND WARPS.										Butts, riveted for full length amidship.									
Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size supplied, Description, Makers of Cables, Where and when tested and Superintendent.										Butts, riveted for full length amidship.									
7305 105 176 20 3 30 4 62 3 14 60 2 16 105 176 Steel Griffin Cardiff 31-8-07 Penn.										Butts, riveted for full length amidship.									
Iron Stream Chain or Steel Wire										Butts, riveted for full length amidship.									
Boats One Pine										Butts, riveted for full length amidship.									
Pumps, Number Five										Butts, riveted for full length amidship.									
Windlass is Steam										Butts, riveted for full length amidship.									
Engine Room Skylights—How constructed? Steel on steel casings										Butts, riveted for full length amidship.									
What arrangements for deadlights in bad weather? Bulls eyes in steel plates										Butts, riveted for full length amidship.									
Coal Bunker Openings—How constructed? Chequer plate										Butts, riveted for full length amidship.									
Number of Scuppers, and number and dimensions of Freeing Ports, &c. On each side, 5 scuppers & 5 ports 18x9										Butts, riveted for full length amidship.									
Ceiling in Molds, thickness and material 2 pine										Butts, riveted for full length amidship.									
Cargo Hatchways—How formed? Plates & angles										Butts, riveted for full length amidship.									
State size No. 1 Hatch (Forward) 6'2" x 3'1"										Butts, riveted for full length amidship.									
No. 2 Hatch 3'1" x 2'9"										Butts, riveted for full length amidship.									
No. 3 Hatch 3'1" x 2'9"										Butts, riveted for full length amidship.									
No. 4 Hatch 3'1" x 2'9"										Butts, riveted for full length amidship.									
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch										Butts, riveted for full length amidship.									
Bulwarks, height above deck and description 3'4 1/2 Steel plates										Butts, riveted for full length amidship.									
The above is a correct description.										Butts, riveted for full length amidship.									
Builder's Signature (here only) W. Gemmell										Butts, riveted for full length amidship.									
Surveyor's Signature Harry G. Farrar										Butts, riveted for full length amidship.									
The above is a correct description.										Butts, riveted for full length amidship.									
Builder's Signature (here only) W. Gemmell										Butts, riveted for full length amidship.									
Surveyor's Signature Harry G. Farrar										Butts, riveted for full length amidship.									

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 31-5-07 (M)

and 16-8-07 (E)

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

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? yes.

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? Drawler

State results of tests

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)?

State results of tests

General Remarks (State quality of workmanship, &c.) The workmanship throughout is good.

The vessel has been built in accordance with the approved midship section, the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

The vessel has been placed in dry dock, and the hull examined and found good and fair.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 70 ft., R.Q.D. or Break 70 ft., Bridge Dk. 19 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) 155

Official No. ; Signal Letters Paint

State if Machinery is fitted aft yes.

How are the surfaces preserved from oxidation? Inside Paint & Cement 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. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity.			(If necessary, furnish further information by sketch.)		

* 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

Order for Special Survey No. 1705

Date 15/6/07

No. 155 in builder's yard

Dates of Surveys held while building 1907: June 4, 12, 17, 29, Jul 3, 5, 9, 15, 19, 23, 29, Aug 8, 17, 24, 28, Sep 4, 11, 19, 24, 27, Oct 15, 23, 25, 29, 30, 31.

Total No. of Visits 26

The amount of Entry Fee £ 2 : : : 6/11/1907

Special £ 12 : 6 : - Received by me, 11/12/07

Travelling Expenses, if any £ - : 3 : 2

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

I am of opinion this Vessel should be Classed + 100 A.I. "Stm Drawler"

With, or without Freeboard, as condition of Class Without

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

Committee's Minute

Character assigned

FRI. 8 NOV 1907

10001

Stm Drawler

Lloyd's Register of British and Foreign Shipping.

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