

IRON SHIP.

No. *13772* Survey held at *Newcastle* Date, First Survey *8th March* Last Survey *21st Nov 1877*

On the *S.S. "Semiramide"* Master *J. H. Brown*

TONNAGE under Tonnage Deck } *1732.53* **ONE, OR TWO-DECKED, THREE DECKED VESSEL.**
 Ditto of Third Spar, or Aft Mast }
 Ditto of Mast, or Mast }
 Ditto of Houses }
 Ditto of *of Deck* }
 Gross Tonnage *1793.70*
 Less Crew Space *55.06*
 Less Engine Room *573.98*
 Register Tonnage *1164.66*
 as cut on Beam }

HALF BREADTH (moulded) *17.11*
DEPTH from upper part of Keel to top of Upper Deck Beam *26.5 1/2*
GIRTH of Half Midship Frame (as per Rule) *40.0*
1st NUMBER *77.4 1/2*
1st NUMBER, if a **THREE-DECKED VESSEL** [deduct 7 feet] *268*
LENGTH *207.36*
2nd NUMBER *207.36*
PROPORTIONS—Breadths to Length *under 7.49 7/2*
 Depth to Length—Upper Deck to Keel *under 10.0 11*
 Main Deck ditto *under 14.4 15*

When built *1877* **Launched** *26th Oct 77*
By whom built *Wm & C. Mitchell & Co*
Owners *H. R. Tully*
Port belonging to *Newcastle*
Destined Voyage *Batavia*
Is Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *268 0* **BREADTH**—Moulded *35 10* **DEPTH** top of Floors to Upper Deck Beams *24 5 1/2* **Power of Engines** *165* **Nº. of Decks with flat laid** *2* **Nº. of Tiers of Beams** *3*

Dimensions of Ship per Register, length, *270* breadth, *36.2* depth, *24.4*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>				
STEM , moulding and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>				
STERN-POST for Rudder do. do.	<i>3 9 x 5</i>	<i>3 9 x 5</i>				
for Propeller	<i>24</i>	<i>24</i>				
Distance of Frames from moulding edge to } moulding edge, all fore and aft						
FRAMES , Angle Iron, for 3/4 length amidships	<i>5 3 8</i>	<i>5 3 8</i>				
Do. for 1/2 at each end	<i>3 1/2 3 8</i>	<i>3 1/2 3 8</i>				
REVERSED FRAMES , Angle Iron	<i>3 1/2 3 8</i>	<i>3 1/2 3 8</i>				
FLOORS , depth and thickness of Floor Plate } at mid line for half length amidships	<i>24 x 9</i>	<i>24 x 9</i>				
thickness at the ends of vessel	<i>12 - 7</i>	<i>12 - 7</i>				
depth at 3/4 the half-bdth. as per Rule	<i>12 - 7</i>	<i>12 - 7</i>				
height extended at the Bilges	<i>40 - 48</i>	<i>40 - 48</i>				
BEAMS , Upper, Spar, or Aft Mast } Single or double Angle Iron, Plate or Tee Bulb Iron	<i>1 1/2 x 7 7 1/2 x 7</i>	<i>1 1/2 x 7 7 1/2 x 7</i>				
Single or double Angle Iron on Upper edge	<i>3 3 6</i>	<i>3 3 6</i>				
Average space	<i>on alternate frames</i>	<i>on alternate frames</i>				
BEAMS , Main, or Middle Deck } Single or double Angle Iron, Plate or Tee Bulb Iron	<i>6 3 8</i>	<i>6 3 8</i>				
Single or double Angle Iron on Upper edge	<i>on every frame</i>	<i>on every frame</i>				
Average space	<i>See plan attached</i>	<i>See plan attached</i>				
BEAMS , Lower Deck, Hold, or Orlop } Single or double Angle Iron, Plate or Tee Bulb Iron	<i>8 1/2 x 8 8 1/2 x 8</i>	<i>8 1/2 x 8 8 1/2 x 8</i>				
Single or double Angle Iron on Upper edge	<i>3 3 7</i>	<i>3 3 7</i>				
Average space	<i>See plan attached</i>	<i>See plan attached</i>				
KEELSONS Centre line, single or double plate, } Bulb Plate	<i>18 x 13</i>	<i>18 x 13</i>				
" Rider Plate	<i>12 x 13</i>	<i>12 x 13</i>				
" Bulb Plate to Intercoastal Keelson	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" Double Angle Iron Side Keelson	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" Side Intercoastal Plate	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" do. Angle Irons	<i>3 1/2 3 8</i>	<i>3 1/2 3 8</i>				
" Attached to outside plating with angle iron	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
BILGE Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" do. Bulb Iron	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
" do. Intercoastal plates riveted to plating for length	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
BILGE STRINGER Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
Intercoastal plates riveted to plating for length	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				
SIDE STRINGER Angle Irons	<i>5 1/2 4 9</i>	<i>5 1/2 4 9</i>				

Transoms, material. *How* **Knight-heads**. *How* **Hawse Timbers**. *How*
Windlass *How* **Pall Bitt** *How*

The **FRAMES** extend in one length from *Keel* to *gunwale*
 The **REVERSED ANGLE IRONS** on floors and frames extend *from* middle line to *M. D. S. A. I.* and to *gunwale* alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*

PLATING. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5 1/8* 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 1/8* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/8* ins. from centre to centre.
Butts of *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps. *1/16* thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 1/8* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/8* ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. **Upper Sheerstrake**, double or single riveted.
Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. **Butts of Upper or Spar Sheerstrake**, treble riveted for *1/2* length amidships.

Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for *1/2* length.
 Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting *5 1/4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *double and treble riveted*
 Waterway, how secured to Beams *Riveted* (Explain by Sketch, if necessary)
 Beams of the various Decks, how secured to the sides? *Welded & Treble riveted*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Frames, beams, & angles from New Cas. Brown & Co.; Keelsons, Iron Co.; and Stockton Iron Co. and the*
 Manufacturer's name or trade mark, *Plating from Palmers Ironworks; the Cornett Iron Co.; Bolckow, Vaughan & Co.; & W. Stockton Iron Co.*
 The above is a correct description, *Yes*
 Builder's Signature, *W. D. Brown* Surveyor's Signature, *R. J. Mitchell*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

1204780087

Workmanship.

Are the butts of plating planed or otherwise fitted?

planed.

19758 *Iron*

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes.*

Are the fillings between the ribs 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? *fairly so*

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.*

~~yes~~

Masts, Bowsprit, Yards, &c., are *Iron & wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Foremast 76' 6" diam 21" Mainmast 72' 0" diam 21"*

There are two plate masts 6' 6" and 5' 6" thick, with double riveted bands and butts, except a way of partners, where the butts are treble riveted. The material has been supplied by Messrs Bole Row, Vauxhall Sts.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	270		13/4	55 1/2	270-11/2	Bowers	3	30.0.14	20.14.144	30.0.0	28 1/2/20
	Fore Sails,	30.6.77		27 1/2	270-11/2	77 1/2	R.W.P.H. J. Hartness Sept 23.6.77 and 2.4.77.	1	12.2.0		12.0.0	
	Fore Top Sails,	30.6.77		27 1/2	270-11/2	77 1/2			6.0.0		6.0.0	
	Fore Topmast Stay Sails	30.6.77		27 1/2	270-11/2	77 1/2	Stream	2	3.0.0		3.0.0	
	Main Sails,	30.6.77		27 1/2	270-11/2	77 1/2						
	Main Top Sails,	30.6.77		27 1/2	270-11/2	77 1/2	Kedges					

Standing and Running Rigging *hemp* sufficient in size and *good* in quality. She has *1 life* Long Boat and *3 others*

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good & sufficient*

Engine Room Skylights. How constructed? *solid plating & hull plating* How secured in ordinary weather? *lashed down*

What arrangements for deadlights in bad weather? *Tarpaulins*

Coal Bunker Openings. How constructed? *cast iron* How are lids secured? *lashed down* Height above deck? *9"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Nine ports and mooring pipes on each side*

Cargo Hatchways. How formed? *iron comings and headstages riveted together.*

State size Main Hatch *26' 0" X 12' 0"* Forehatch *8' 0" X 8' 0"* Quarterhatch *18' 0" X 10' 0"*

If of extraordinary size, state how framed and secured? *ordinary size*

What arrangement for shifting beams? *2 across large hatchways of half iron and double angles, with deep welded knees*

Hatches, If strong and efficient? *yes* *and 2 wood fore & afters*

Order for Special Survey No.	DATE	1st.	2nd.	3rd.	4th.	5th.
1163	21 Jan 1877	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
Order for Ordinary Survey No.						
No. 247	in builder's yard.					

General Remarks (State quality of workmanship, &c.) *This is a three decked vessel built in accordance with the plans attached, and in other respects according to the Rules. She is fitted with a water ballast tank in after hold 70 feet long, and with one under boilers 26 ft long, both having been duly tested and proved tight and satisfactory. She has a monkey forecabin, and deckhouse with hood fitted aft; she is properly secured in the engine and boiler space, and all deck openings are well fortified. The workmanship throughout is good. She has three masts, and is schooner rigged.*

State if one, two, or three, decked vessel, or if spar, or awning decked, and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *by cement & paint* Outside *by paint & composition.*

I am of opinion this Vessel should be Classed *100 A.T.*

The amount of the Entry Fee ... £ 5 : : : is received by me, *R. Young*
Special ... £ 68 : 9 : 6 *Dec 1877*
Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute *7th December, 1877.*

Character assigned *100 A.T.*
Lloyd's M.C. 11-77
28th 3th 13
double bottom 104.10

This vessel was ...
Classed 100 A.T.
recommended
3rd Dec 1877
Lloyd's Register
Foundation