

STEEL STEAMER.

FRI. 18 NOV. 1921

Received at London Office

With or Without
Disconnected Erections.State if Report is also sent on the Machinery of the Vessel *YES*Date of completion of report *24TH SEPT 1921.*Port of *SAN FRANCISCO. CAL.*No. *3726*Survey held at *SAN PEDRO. CAL.*Date, First Survey *9TH DECEMBER 1920*Last Survey *22ND SEPTEMBER*

1921.

On the (State if Single, Twin, or Triple Screw)

*S/S. SEMIRAMIS.*Rig *SCHOONER.*

TONNAGE under

Tonnage Deck...

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk. *5283.99*Do. of Poop *53.20*Do. of R.Q. Dk. *CH. HOUSE 10.99*Do. of Bridge House *47.03*Do. of Forecastle *121.99*Do. of Houses on Dk. *185.30*Do. of excess of Hatchways *5.26*Do. above Crown of Engine Room *119.98*Gross Tonnage *5827.92*Less Crew Space *300.28*

Less above Crown of Engine Room

TONNAGE FOR FEES *1864.83*Less Engine Room *226.90*

Less Navigation Spaces

Register Tonnage *3435.71*

as cut on Beam

CLASS *100 A.1.*

FEET.

Breadth (greatest moulded) *53.08*Depth, at middle of length from top of keel to top of upper deck beams at side *31.0*Transverse Number *84.08*Length on deck from fore part of stem to after part of stern post *412.0*Longitudinal Number *34640*Depth "d," at middle of length (See Secs. 2 & 13) *13.2*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

Long Bridge Deck Beam at side to top of keel

Destined Voyage *CHINA*If Surveyed while Building *AND* Afloat, or in Dry Dock *YES*Master *G. VAN KREGTEN*

Year of appointment

Built at *E. SAN PEDRO. CAL.*When built *1921.*Launched *6TH AUG 1921.*By whom built *SOUTHWESTERN SHIPBUILDING CO.*Owners *NEDERLANDSCH-INDISCHE TANKSTOOMBOOT MAATSCHAPPIJ.*

Managers

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

Residence

Port belonging to *S. GRAVENHAGE.*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
	412	0		53	1		36	11 1/2	Two
						Do. do. do.	23	11 1/2	No. of Tiers of Beams Two

Dimensions of Ship per Register, Length *412.0* breadth *53.3* depth *31.0* Moulded depth, ft. *35* ins. *6* To Bridge Dk. Round of Upper Dk. Beam, Actual *12 1/2* ins.

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
FRAME, Angles, or \square or \angle Bars amidships				PILLARS In 'tween Deck, size and spacing			
Do. in peak				CENTRE LINE BULKHEAD			
Do. in way of Double Bottoms at Solid Floors				IN LIEU OF PILLARS			
Spacing of Frames from centre to centre amidships				KEELSONS & STRINGERS.			
Do. in way of Double Bottoms at Solid Floors				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
REVERSED FRAME, Angles, IN AFTER PEAK				Rider Plate			
Do. in way of Double Bottoms at Solid Floors				Flat Plate Keel Angles			
FRAMING, depth of girder				Horizontal Plates on Floors			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships				Angles or Bulb Angles			
Do. in way of Engine and Boiler Spaces				SIDE KEELSONS, Number			
thickness at the ends of vessel				Angles or Bulb Angles			
depth at $\frac{1}{2}$ the half breadth, as per Rule				Plate above floors, for length			
height extended at the Bilges				Intercoastal Plate, for length			
FLOORS in Cell. Double Bottoms				Attached to outside Plating with Angle			
state if flanged (top & bottom)				BILGE KEELSON, Angles			
Spacing of Solid floors				Intercoastal Plate for length			
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness				Attached to outside Plating with Angle			
Angles, Top				SIDE STRINGERS, Number			
Bottom				Angle			
to Floors				Intercoastal Plate, for length			
Brackets at intermdt. frmg., wdth & thkns				Attached to outside plating with Angle			
SIDE GIRDERS, number on each side & thickness				Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)			
state if flanged (top and bottom)				br'dth & thickness (in way of Bridge)			
Angles (top and bottom)				Angle (clear of Bridge)			
to Floors				Tie Plate at sides of Hatchways			
MARGIN PLATE, depth (exclusive of flange) and thickness				Deck * Iron or Steel, for FULL lng.			
Angle to Outside Plating				Thickness (clear of Bridge)			
Floors				(in way of Bridge)			
Brackets at intermdt. frmg., wdth & thkns				Wood Deck, Material & thickness			
Height of Outside Brackets above at bilge				Second Deck Stringer Plate, br'dth & thickness			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake				Angles on ditto, No. ONE			
in Engine and Boiler space				Tie Plates outside Hatchways			
Remainder in Holds				Deck * Iron or Steel, for FULL lng.			
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel				Wood Deck, Material & thickness			
In way of Long Bridge				Third Deck Stringer Plate, br'dth & thickness			
Spacing				Angles on ditto, No.			
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel				Tie Plates, outside Hatchways			
Spacing				Deck * Material and thickness			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Fourth and Fifth Deck Stringer Plate, breadth & thickness			
Angles on upper edge				Angles on ditto, No.			
Spacing				Tie Plates outside Hatchways			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Deck, Material & thickness			
Angles on upper edge				Poop Deck Stringer Plate, breadth & thickness			
Spacing				Angle on ditto			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Tie Plates			
Angles on upper edge				Deck, Material and thickness STEEL			
Spacing				Bridge Deck Stringer Plate, br'dth & thickness			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Angle on ditto			
Angles on upper edge				Tie Plates			
Spacing				Deck, Material and thickness STEEL			
				Forecastle Deck Stringer Plate, br'dth & th'kns			
				Angle on ditto			
				Tie Plates			
				Deck, Material and thickness STEEL AND SHEATHED WITH 3" P. PINE			

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

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. and spacing. WEB-FRAMES, In After Body, No. and spacing. BULKHEADS. W.T. BULKHEADS. RIGGING. MASTS, SPARS, &c.

EQUIPMENT No. 36164. LETTER L. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSEERS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps, Number. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. Number of Web Plates. Bulwarks. Correspondence. Workmanship. General Remarks. This is a sister vessel to S/S. SILVANUS. Note. The tonnages detailed in this report were made out in this office at the request of the owners through the Dutch Consul. A separate account of \$200.00 plus \$63.80 expenses has been rendered to the owners for this service.

GENERAL REMARKS—(continued).

[Faint, mostly illegible handwritten text in the upper section of the form.]

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110.25 ft., R.Q.D. ✓ ft., Bridge 32.5 ft., Forecastle 56.75 ft. (in feet and tenths). When the Poop 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 should appear in the Register Book) 2 DKS (STL) AND WEB FRAMES. State if Machinery is fitted aft YES. Official No. ; Signal Letters. How are the surfaces preserved from oxidation? Inside BY PAINT AND ASPHALT OUTSIDE OIL TANKS. Outside BY PAINT. CELLULAR.

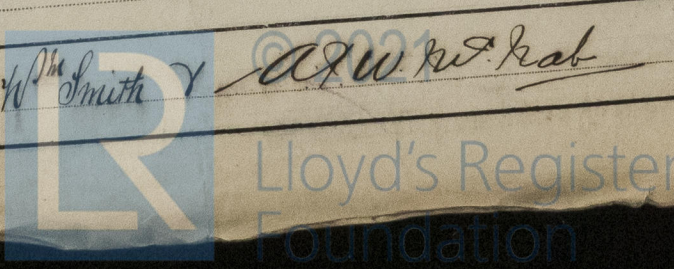
PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

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, Aft.	34.0	92.0	Deep tank, aft,	32.0	328.0
Double bottom, if under Boilers only,	46.75	140.0	Deep tank, forward,		
Double bottom, forward,	✓	✓	Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
			State whether the above have been tested as required by the Rules YES.		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 127
 Date 2nd Mar/21
 No. 26 in builder's yard.
 DATES OF SURVEYS held while building
 1920: DEC. 9, 21. 1921: JAN. 6, 19. FEB. 3, 16, 25. MAR. 9, 14, 15, 16, 23, 25, 29, 31. APRIL 4, 5, 8, 12, 13, 15, 16, 21, 22, 25, 27, 28, 30. MAY 2, 3, 4, 10, 12, 16, 19, 25, 27, JUNE 1, 2, 3, 7, 9, 10, 13, 14, 17, 20, 23, 29, JULY 1, 5, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 25, 26, 27, 28, 29, 30. AUG. 1, 2, 3, 4, 6, 8, 10, 11, 12, 15, 16, 17, 19, 20, 23, 25, 26. SEPT. 1, 2, 3, 6, 7, 8, 10, 12, 15, 20, 22.

Surveyor's Signature W. Smith & A. W. R. Keab



Write "Bridge Sheer Strake" and "Upper Deck Sheer Strake" opposite the corresponding letter.
 THICKNESS
 CLEAR OF
 DO. OF
 DELG. OF
 Length of
 POOP SIDE
 SHORT BR
 FORECASTLE
 Upper Deck
 Stringer
 Second Deck
 Stringer
 FRAMES
 REVERSE
 LOWER MAST
 Bowsprit
 Topmasts, Yards
 Rigging, Masts
 Sails.

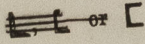
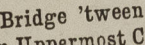
Rpt.
 Rpt.
 Frami
 Fram
 Fram
 E
 b
 li
 D
 co
 No
 No
 No
 In
 No.
 Are
 Are
 Are
 Are
 What
 Are a
 Are th
 Is the
 BOIL
 Total
 Work
 Can
 each
 Small
 Thick
 long.
 Per
 Size
 Leng
 Wor
 Pitch
 Mate
 Mate
 Area
 Thick
 Diam
 Pitch
 thick
 Wor
 Diam
 Pitch
 UP
 Date
 Diam


REPORT ON

Rpt. 1*

PARTICULARS OF LONGITUDINAL FRAMING.

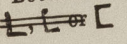
FRAMING.

Framing of  or 
Frames in Bridge 'tween Decks ...
Frames from Uppermost Continuous Deck No. 1

Framing from  Upper Deck
to Margin Plate CENTRELING.

Spacing of Longitudinal Frames

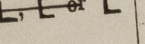
Amidships 30"
At Ends 30" F 21

In Double Bottoms } Tank Top Longitudinals
 Bottom
No. Spacing of Longitudinals } Amidships
Are At Ends...

Transverses.

In Bridge { Depth and Thickness
Are 'tween Decks { Face Angle
Are Lugs to Shell*
What In Awwing, { Depth and Thickness
Are a Shutter or { Face Angle
Decks. { Lugs to Shell*
Are th Upper 'tween
Is the Decks. { Depth and Thickness
In Hold. { Face Angle
Brackets
BOIL

Total Spacing of Transverse Frames
* State if joggled or liners.

Workin Bridge Deck ...
Can ea Longitudinal
each boi Beams of
Smallest 
Thickness

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Per cent 5c.3.17.—T.

AMIDSHIPS.

ENDS.

AMIDSHIPS.

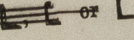
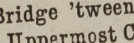
ENDS.

RIVETING.

Rivets in Brackets to Bulkheads.

Number. Diameter. Inches.

1921
5827.72
3435.71
1921.

Framing of  or 		Frames in Bridge 'tween Decks ...		Frames from Uppermost Continuous Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck		Deck	
---	--	-----------------------------------	--	---------------------------------------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--	------	--

Transverse

Beams.

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Per cent 5c.3.17.—T.

Working pressure of shell by rules

Size of manhole in shell

Material

Outside diameter