

3 Decks Rule. IRON OR STEEL STEAMER. No. 2455. State if Report is also sent on the Machinery of the Vessel. Yes. Port of Middlesbrough-on-Sea. Received at London Office. THUR, 3 NOV 1898. Date of completion of report. Survey held at Thornaby-on-Tees. Date, First Survey, 22nd April 1898. Last Survey, 24th October 1898. On the Iron Steamer Peerless. (Yard No. 496) Rig Schooner.

TONNAGE under Tonnage Deck... 2834.28. Do. between Tonnage Dk. and 3rd and 4th Dk. Total under Upper Dk. Do. of Poop 83.14. Do. of Bridge House 49.21. Do. of Forecastle 75.06. Do. of Houses on Dk. 35.17. Do. of excess of Hatchways 35.33. Gross Tonnage 3111.92. Less Crew Space 68.33. Less above Crown of Engine Room 3043.59. TONNAGE FOR FEES. 3043.59. Less Engine Room 995.81. 2037.78. Less Navigation Spaces 36.46. Register Tonnage 2011.32. as cut on Beam.

CLASS 100 A / Steel 35K Rule. Half Breadth (moulded) 22.65. Depth from upper part of Keel to top of Upper Deck Beams 27.25. Girth of Half Midship Frame (as per Rule) 46.35. deduct 7 feet 7.00. 1st Number 89.25. Length 323.16. 2nd Number 28842. Proportions—Breadth to Length 11.8. Depth to Length—Upper Deck to top of Keel 11.8. Main Deck ditto. Destined Voyage Cardiff to load. If Surveyed while Building Afloat or in Dry Dock Yes.

Master J. Dickman. Year of appointment 1898. Built at Thornaby-on-Tees. When built 1898. Launched 13-9-98. By whom built Richardson Duck & Co. Owners Hall Bros. Managers 52. Residence Newcastle. Port belonging to Newcastle.

LENGTH on Deck as per Rule 323. BREADTH Moulded 45. DEPTH top of Floors to Upper Deck Beams 23. Main Deck Beams 15. Power of Engines 256. No. of Decks with flat laid 1. No. of Tiers of Beams 2. Round up of Beam, Upper Dk. 11. Dimensions of Ship per Register, Length 325. breadth 45.5. depth 23.4. Moulded depth, ft. 26. To Upper Dk. 11. ins.

FRAMING.						FORGINGS or CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	20ths or 24ths per Rule ved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appro.	20ths or 24ths per Rule ved.
FRAME, Angles, or L or E or L Bars for 1/2 length amidships	5 1/2	3 1/2	9	5 1/2	3 1/2	9	KEEL, Bar or Side Plates, depth and thickness	11	2 3/4	11	2 3/4
Do. for 1/2 at each end	5 1/2	3 1/2	8	5 1/2	3 1/2	8	STEM, moulding and thickness	11	6 1/2	11	6 1/2
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8	3 1/2	3 1/2	8	STERN-POST for Rudder do. do.	11	6 1/2	11	6 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	—	—	24	—	—	for Propeller	11	6 1/2	8 1/2	—
REVERSED FRAME, Angles	4	3 1/2	9	4	3 1/2	9	MAIN PIECE of Rudder, diameter at head	8 1/2	—	8 1/2	—
DEEP FRAMING, depth of girder	—	—	—	—	—	—	do. at heel	4 1/2	—	4 1/2	—
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	—	—	—	—	—	—	RUDDER, how constructed	Iron Fittings	Plated in usual way	—	—
in way of Engines and Boilers	—	—	—	—	—	—	Can the Rudder be unshipped afloat?	Yes	—	—	—
thickness at the ends of vessel	—	—	—	—	—	—	KEELSONS & STRINGERS.	—	—	—	—
depth at 1/2 the half breadth, as per Rule	—	—	—	—	—	—	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	—	—	—	—
height extended at the Bilges	42	—	8	42	—	8	do. Rider Plate	—	—	—	—
FLOORS & BRACKETS in Cell Dble Bottoms	24	—	—	24	—	—	do. Bulb Plate to Intercoastal Keelson	—	—	—	—
CENTRE GIRDER, in Double bottom, depth and thickness	42	—	10	42	—	10	do. Horizontal Plates on Floors	—	—	—	—
Angles, Top	4	4	9	4	4	9	do. Angles	—	—	—	—
Bottom	6 1/2	4	9	6 1/2	4	9	SIDE KEELSON, Angles	—	—	—	—
SIDE GIRDERS, number and thickness	3 1/2	3 1/2	8	3 1/2	3 1/2	8	do. Bulb or Plate above floors, for length	—	—	—	—
Angles	33	—	8	33	—	8	do. Intercoastal Plate, for length	—	—	—	—
MARGIN PLATE, depth (exclusive of flange) and thickness	4	4	9	4	4	9	do. Attached to outside Plating with Angle	—	—	—	—
Angles	54	—	10	54	—	10	BILGE KEELSON, Angles	—	—	—	—
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	—	—	8 1/2	—	—	8 1/2	do. Bulb or Plate above floors, for length	—	—	—	—
in Engine and Boiler space	—	—	8 1/2	—	—	8 1/2	do. Intercoastal Plate for length	—	—	—	—
Remainder in Holds	8 1/2	3	11	8 1/2	3	11	do. Attached to outside Plating with Angle	—	—	—	—
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	—	—	—	BILGE STRINGER Angles	—	—	—	—
Angles on upper edge	24	—	—	24	—	—	do. Bulb Plate for length	—	—	—	—
Average space	12-11	—	10	12-11	—	10	do. Intercoastal Plate for length	—	—	—	—
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	3 1/2	3 1/2	8	3 1/2	3 1/2	8	do. Attached to outside Plating with Angle	—	—	—	—
Angles on upper edge	48	—	—	48	—	—	SIDE STRINGER Angles	—	—	—	—
Average space	—	—	—	—	—	—	do. Bulb or Intercoastal Plate, for length	—	—	—	—
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	—	—	—	do. Attached to outside plating with Angle	—	—	—	—
Angles on upper edge	—	—	—	—	—	—	Upper Deck Stringer Plates, br'dth & thickness	4 1/2	10	4 1/2	10
Average space	—	—	—	—	—	—	do. Angle on ditto	4 1/2	9 10	4 1/2	9 10
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	3	8	6 1/2	3	8	do. Tie Plates fore and aft, outside Hatchways	5 1/2	12	5 1/2	12
Angles on upper edge	24	—	—	24	—	—	do. Deck. Iron or Steel, for whole length	7-6	—	7-6	—
Average space	6 1/2	3	8	6 1/2	3	8	do. Wood Deck. Material & thickness	5 1/2	12	5 1/2	12
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	3	8	6 1/2	3	8	Middle Deck Stringer Plate, br'dth & thickness	4 1/2	9	4 1/2	9
Angles on upper edge	24	—	—	24	—	—	do. Angles on ditto, No. 10	4 1/2	10	4 1/2	10
Average space	6 1/2	3	8	6 1/2	3	8	do. Tie Plates outside Hatchways	15	—	15	—
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	—	8	9	—	8	do. Diagonal Tie Plates on Bms. No. of prs.	—	—	—	—
Angles on upper edge	3 1/2	3	7	3 1/2	3	7	do. Deck. Iron or Steel, for length	—	—	—	—
Average space	48	—	—	48	—	—	do. Wood Deck. Material & thickness	—	—	—	—
PILLARS, In 'tween Deck, size and spacing	2 1/2	—	—	2 1/2	—	—	Lower Deck Stringer Plate, br'dth & thickness	—	—	—	—
Hold	2 1/2	—	—	2 1/2	—	—	do. Angles on ditto, No.	—	—	—	—
Quarter 'tween Dks.	4	—	—	4	—	—	do. Tie Plates, outside Hatchways	—	—	—	—
in Hold	4	—	—	4	—	—	do. Deck. Material and thickness	—	—	—	—
WEB-FRAMES, In Fore Body, No. and spacing br'dth. & thickness	14	—	8 1/2	14	—	8 1/2	Hold, or Orlop Stringer Plate, br'dth & thckn's	—	—	—	—
No. of Side Stringers	14	—	8 1/2	14	—	8 1/2	do. Angles on ditto, No.	—	—	—	—
WEB-FRAMES, In E. & B. Space, No. & spacing br'dth. & thickness	14	—	8	14	—	8	do. Tie Plates outside Hatchways	—	—	—	—
No. of Side Stringers	14	—	8 1/2	14	—	8 1/2	do. Deck. Material and thickness	—	—	—	—
WEB-FRAMES, In After Body, No. and spacing br'dth. & thickness	14	—	8 1/2	14	—	8 1/2	Poop Deck Stringer Plate, breadth & thickness	26	7	26	7
No. of Side Stringers	14	—	8 1/2	14	—	8 1/2	do. Angle on ditto	3 x 3	7	3 x 3	7
Size of Angles or Tee Bars to Web-Frames	6	4	12	6	4	12	do. Tie Plates	—	—	—	—
BRACKET PLATES to Stringers between Web Frames, depth and thickness	—	—	—	—	—	—	do. Deck. Material and thickness	38	8	38	8



PLATING.										RIVETING.																																																																																																																							
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																																																																																		
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Rivets.		Double or Triple and for what length.		Rivets.		Straps.		If Lapped.																																																																																																													
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.																																																																																																												
Flat Plate Keel	36	19	13	13	36	19	13	36	19	Double	6	1	4	Double	1	3	1	3	14	Whole																																																																																																													
Garboard or A Strake	53	15	12	13	53	15	13	53	15	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
B "	64	11	9	14	64	11	14	64	11	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
C "	58	11 1/2	9	10	58	11 1/2	10	58	11 1/2	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
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G "	49	12	9	12	49	12	12	49	12	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
H "	60	12 1/2	9	12	60	12 1/2	12	60	12 1/2	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
J "	48	12 1/2	9	9	48	12 1/2	9	48	12 1/2	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
K "	60	12 1/2	9	9	60	12 1/2	9	60	12 1/2	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
L "	44	15	10	10	44	15	10	44	15	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
M (Bridge)	33 1/2	7			33 1/2	7		33 1/2	7	Single	2 1/2	3/4	3	Double	3/4	2 1/2	3	5	Whole																																																																																																														
N (Sides)	54	9			54	9		54	9	52	5 1/2	3 1/2	3 1/2	52	5 1/2	3 1/2	3 1/2																																																																																																																
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Doubling of Flat Plate Keel										Flat plate keel and garboards increased 1/2 for length in lieu of doubling.																																																																																																																							
Length of Bilges										There is no doubling at ends of Bridge.																																																																																																																							
Length of Sheerstrakes																																																																																																																																	
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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.?										Upper Deck (Butts, treble riveted for whole length amidship. Stringer Plate (Butts, treble riveted for whole length amidship. Middle Deck (Butts, treble riveted for whole length amidship. Stringer Plate (Butts, treble riveted for whole length amidship. Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted. Inner Bottom Plating, riveting of Edges. Keelson Butts, double riveted. Centre Girder Butts, double riveted. Frames, riveted through Plates with 1/8 in. Rivets, about 6 1/2 apart. Rivets, state whether Iron or Steel.																																																																																																																							
FRAMES extend in one length from Middle line to launch side hence to gunwale.																																																																																																																																	
REVERSED FRAMES on floors and frames extend from Middle line to upper deck, and alternate ones to Forecastle deck.																																																																																																																																	
MASTS, SPARS, &c.																																																																																																																																	
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Bowsprit, Topmasts, Yards and Remainder of Spars. Pitch Pine. Rigging, Material and Size, Shrouds 3/4, Stays 4/8, Backstays 2/4. Sails, one complete. Suit of.																																																																																																																																	
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Boats, Two Life Boats (25 feet) 4 Barges (15 feet).																																																																																																																																	
Pumps, Number 1, hand pump connected to main line, Diameter of Barrel and Tail Pipe. Hand Pump on top of Fore Peak.																																																																																																																																	
Windlass is Emerson Walker 100 (Main) and 25 (Fore Peak).																																																																																																																																	
Engine Room Skylights, How constructed? Steel plates and angles.																																																																																																																																	
What arrangements for deadlights in bad weather? Iron plates with bulls eyes.																																																																																																																																	
Coal Bunker Openings, How constructed? Steel plates and angles. Height above deck? 12 1/2 + 84 inches.																																																																																																																																	
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Three Freeing Ports before and three abaft Bridge (4 1/2 x 2 1/2).																																																																																																																																	
Ceiling in Holds, thickness and material. 2 1/2 Pine.																																																																																																																																	
Cargo Hatchways, How formed? Steel plates and angles. Hatches, If strong and efficient? 2 1/2 Fir.																																																																																																																																	
State size No. 1 Hatch (Forward) 20-6 x 16-0. No. 2 Hatch 24-0 x 16-0. No. 3 Hatch 8-0 x 14-0. No. 4 Hatch 24-0 x 16-0.																																																																																																																																	
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. 4 Web Plates in No. 1 + two Net Plates in No. 2, 4 x 5. Three in No. 3 and 4.																																																																																																																																	
No. of Breasthooks. None. No. of Crutches. None.																																																																																																																																	
Bulwarks, height above deck and description. 4 1/2 Iron plates and clankings. Main Rail, material and size. Bull angle 5 1/2 x 3 1/2.																																																																																																																																	
The above is a correct description.																																																																																																																																	
Builder's Signature (here only) Richardson & Co. Surveyor's Signature. Surveyor to Lloyd's Register of British and Foreign Shipping.																																																																																																																																	

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case).  
November 12<sup>th</sup> (M) 26<sup>th</sup> (M). December 14<sup>th</sup> (M) + 16<sup>th</sup> 1894 (M).

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 plating? Yes, at the butts only.

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

General Remarks (State quality of workmanship, &c.) This Steel screw steamer has been built in accordance with the approved plans of Midship section and Profile as amended. The Secretary's letters of the above-mentioned dates bearing upon the case, and in other respects as required by the Rules and circulars for the Class contemplated. The workmanship is good throughout.

The Bower anchors are Hartlepines Patent-Anchorless and their cast-steel heads have been subjected to drop and mechanical tests at Lupton by Mr. C. E. Perkins.

She has a Ridge Keel formed of bull 9 x 3/4 and angles 3 1/2 x 3 1/2 x 5/8 fitted for a length of about one hundred and twenty-five feet.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31' ft., R.Q.D. or Break 1' ft., Bridge Dk. 90' ft., Forecastle 33' 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 it should appear in the Register Book). 1st (Iron) 2 tiers of Beams + Web Frames.

Official No. 106647; Signal Letters.

How are the surfaces preserved from oxidation? Inside Portland cement + paint. Outside Paint.

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	108	261	Fore peak tank,	14	119
Double bottom, forward,	130	340	After peak tank,		
Double bottom, under Engines and Boilers,	42	123	Midship deep tank,		
Double bottom, if under Engines only,		454	Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. Yes.

Order for Special Survey No. 371  
Date 11-97

Order for Ordinary Survey No. 1  
Date

No. 496 in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought, 1898, April 22, 25, 27, 29, May 2, 5, 9, 12, 17, 20, 23, 25, 27, June 2, 5, 7, 10, 13, 15, 20, 22, 23, 27, 29, July 1, 4, 5, 8, 12, 14, 15, 19, 20, 22, 23, 27, 29, Aug 3, 9, 11, 13, 22, 23, 26, 28, 30, 31, Sept 2, 6, 8, 13, 16, 19, 22, 23, 26, 28, 30, 31, Oct 3, 5, 7, 10, 14, 18, 19, 21, 24.

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 69

The amount of Entry Fee £ 5 : 0 : 0  
Special Survey Fee £ 10 : 0 : 0  
Travelling Expenses, if any £ - : - : -

Fees applied for, 31-10-1898  
Received by me, 31-10-1898

I am of opinion this Vessel should be Classed 100A Steel, L.A.R.C.P.  
With, or without Freeboard, as condition of Class. 35K Rule.

Committee's Minute  
Character assigned L.A.R.C.P. + Linc 10, 98

100A Steel

100A (Linc) 2 A.B. + Web frames, 35K Rule

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

FRI, 4 NOV 1898

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