

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office. **FRI. 27 DEC 1904**

Date of completion of report *23rd December 1904* State of Report is also sent on the Machinery of the Vessel
Survey held at *Newcastle* Port of *Newcastle*
On the *Steel Steam Steamer "Peron"* Date, First Survey *10th April 1904* Last Survey *19th December 1904*
TONNAGE under *4649.50* Rig *Yachmee*
Tonnage Deck...
Do. between Tonnage Dk. }
and 3rd and 4th Dk. }
Total under Upper Dk. *4649.50*
Do. of Poop *236.22*
Do. of Bridge House *66.60*
Do. of Forecastle *6.40*
Do. of Houses on Dk. *9.35*
Do. of excess of Hatchways *18.08*
Do. above Crown of }
Engine Room *88.52*
Gross Tonnage *5159.14*
Less Crew Space *129.44*
Less above Crown of }
Engine Room *88.52*
TONNAGE FOR FEES *4940.91*
Less Engine Room *1650.93*
Less Navigation Spaces *205.31*

THREE DECKED VESSEL.

CLASS *100.A.1*

FEET.

Master *Matheson*

Year of appointment

(1) As Master in service of
owner of present vessel:—19
(2) As Master of this
vessel:—19Built at *Newcastle*When built *1904*Launched *5th Nov*By whom built *J. & W. Armstrong, Ltd.*Owners *Mar. & Oil Shipping Co. Ltd.*Managers *C. J. Rennie & Co. Ltd.*

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

Residence *Liverpool*Port belonging to *Liverpool*Register Tonnage *3193.19*
as out on Beam ...

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock *B. & A.*

LENGTH on Deck *385* Feet. *1* Inches. BREADTH *50* Feet. *3* Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *30* Feet. *2* Inches. No. of Decks with flat laid *2*
as per Rule ... *385* Moulded ... *50* Do. do. do. do. Main Dk. Beams *22* No. of Tiers of Beams *2*

Dimensions of Ship per Register, Length *385.0* breadth *50.5* depth *30.2* Moulded depth, ft. *31* ins. *10* To Upper Dk. Round of Upper Dk. Beam, Actual *12* ins.

FRAMING.				FORGINGS or CASTINGS.			
	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.		Inches in Ship.	Inches per Rule Or as Approved.	
FRAME, Angles, or L, E, or C Bars for length amidships	<i>4 1/2</i>	<i>3 1/2</i>	<i>13 1/2</i>	KEEL, Bar or Side Plates, depth and thickness	<i>1 1/2</i>	<i>3 1/8</i>	<i>1 1/2</i>
Do. for 1/2 at each end	<i>4 1/2</i>	<i>3 1/2</i>	<i>12 1/2</i>	STEM, moulding and thickness	<i>1 1/2</i>	<i>3 1/8</i>	<i>1 1/2</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>10 1/2</i>	STERN-POST for Rudder do. do.	<i>1 1/2</i>	<i>3 1/8</i>	<i>1 1/2</i>
Spacing of Frames from centre to centre	<i>25</i>	<i>25</i>	<i>25</i>	for Propeller	<i>1 1/2</i>	<i>3 1/8</i>	<i>1 1/2</i>
REVERSED FRAME, Angles	<i>4</i>	<i>4</i>	<i>10 1/4</i>	MAIN PIECE of Rudder, diameter at head	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
DEEP FRAMING, depth of girder	<i>32</i>	<i>32</i>	<i>32</i>	do. at heel	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>	RUDDER, how constructed <i>Forged from single plate 22 1/2</i>			
in way of Engines and Boilers	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>	Can the Rudder be unshipped afloat? <i>Yes</i>			
thickness at the ends of vessel	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>				
depth at 1/2 the half breadth, as per Rule	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>				
height extended at the Bilges	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>				
FLOORS & BRACKETS in Cell Dble Bottoms	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
state if flanged (top & bottom)	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
Spacing	<i>25</i>	<i>25</i>	<i>25</i>				
CENTRE GIRDER, in Double bottom, depth and thickness	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
Angles, Top	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
Bottom	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
SIDE GIRDERS, number on each side & thickness	<i>11</i>	<i>11</i>	<i>11</i>				
state if flanged (top and bottom)	<i>11</i>	<i>11</i>	<i>11</i>				
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>				
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>				
Angles to Outside Plating	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>				
Height of Floors at the Bilges	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>				
in Engine and Boiler space	<i>15</i>	<i>15</i>	<i>15</i>				
Remainder in Holds	<i>15</i>	<i>15</i>	<i>15</i>				
BEAMS, Upper Deck, Single Angle, Bulb	<i>7</i>	<i>3</i>	<i>8 1/2</i>				
Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>3</i>	<i>9 1/2</i>				
Angles on upper edge	<i>7 1/2</i>	<i>3</i>	<i>9 1/2</i>				
Spacing	<i>25</i>	<i>25</i>	<i>25</i>				
BEAMS, Middle Deck, Single Angle, Bulb	<i>15 1/2</i>	<i>4 1/2</i>	<i>12 1/2</i>				
Angle, Plate or Tee Bulb	<i>15 1/2</i>	<i>4 1/2</i>	<i>12 1/2</i>				
Angles on upper edge	<i>15 1/2</i>	<i>4 1/2</i>	<i>12 1/2</i>				
Spacing	<i>25</i>	<i>25</i>	<i>25</i>				
BEAMS, Lower Deck, Single Angle, Bulb	<i>8</i>	<i>3</i>	<i>10 1/2</i>				
Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>10 1/2</i>				
Angles on upper edge	<i>8</i>	<i>3</i>	<i>10 1/2</i>				
Spacing	<i>25</i>	<i>25</i>	<i>25</i>				
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>10 1/2</i>				
Angles on upper edge	<i>8</i>	<i>3</i>	<i>10 1/2</i>				
Spacing	<i>25</i>	<i>25</i>	<i>25</i>				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8 1/2</i>				
Angles on upper edge	<i>6</i>	<i>3</i>	<i>8 1/2</i>				
Spacing	<i>25</i>	<i>25</i>	<i>25</i>				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>10 1/2</i>				
Angles on upper edge	<i>8</i>	<i>3</i>	<i>10 1/2</i>				
Spacing	<i>25</i>	<i>25</i>	<i>25</i>				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>9 1/2</i>	<i>3 1/2</i>	<i>13 1/2</i>				
Angles on upper edge	<i>9 1/2</i>	<i>3 1/2</i>	<i>13 1/2</i>				
Spacing	<i>25</i>	<i>25</i>	<i>25</i>				
PILLARS, in 'tween Deck, size and spacing	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
Hold	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
Quarter 'tween Dks.	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
in Hold	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
WEB-FRAMES, in Fore Body, No. and spacing	<i>22</i>	<i>10</i>	<i>9</i>				
brdth. & thickness	<i>22</i>	<i>10</i>	<i>9</i>				
No. of Side Stringers	<i>22</i>	<i>10</i>	<i>9</i>				
WEB-FRAMES, in E. & B. Space, No. & spacing	<i>22</i>	<i>10</i>	<i>9</i>				
brdth. & thickness	<i>22</i>	<i>10</i>	<i>9</i>				
WEB-FRAMES, in After Body, No. and spacing	<i>22</i>	<i>10</i>	<i>9</i>				
brdth. & thickness	<i>22</i>	<i>10</i>	<i>9</i>				
No. of Side Stringers	<i>22</i>	<i>10</i>	<i>9</i>				
Size of Angles or Tee Bars to Web-Frames	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>				
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>15</i>	<i>10</i>	<i>15</i>				

