

IRON SHIP.

14626

No. 14626 Survey held at *Sunderland* Date, First Survey *November 1887* Last Survey *18 May*
On the *Steel Screw Steamer* *Heta* (Yard No. 232) 1888

TONNAGE under
Tonnage, Deck 1837.46
Ditto of *Lower Spar* 285.44
or *Awning-Deck* 46.04
Ditto of Poop, or 20.00
Raised Qr. Dk. 4.59
Ditto of Houses on Deck 3.39
Ditto of Forecastle 2334.14
Gross Tonnage 88.05
Less Crew Space 2246.09
Less Engine Room 746.92
Register Tonnage 1499.14
as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 19.41
Depth from upper part of Keel to top of Upper Deck Beams 22.25
Girth of Half Midship Frame (as per Rule) 34.28
1st Number 78.94
1st Number, if a 3 Decked Vessel deduct 7 feet
Length 298
2nd Number 235.24
Proportions— Breadths to Length 4.64
Depths to Length— Upper Deck to Keel 18.39
Main Deck ditto

Master *George Sutton*
Built at *Sunderland*
When built 1888 Launched 24-4-88
By whom built *Joseph L. Thompson & Sons*
Owners *Turner Brightman & Co*
Residence *12 Great St. Helen's, London E.C.*
Port belonging to *London*
Destined Voyage *London*
If Surveyed while Building, Afloat, or in Dry Dock. *While building and afloat*

LENGTH on deck as 298 0 Feet. Inches. BREADTH— Moulded 38 10 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 20 3 Feet. Inches. Power of Engines 200 Horse. No. of Decks with flat laid one steel No. of Tiers of Beams one & half from

| Dimensions of Ship per Register, length, 300' breadth, 39'1" depth, 20'5" | Inches in Ship | Inches per Rule | Inches in Ship | Inches per Rule | Inches in Ship | Inches per Rule | Inches in Ship | Inches per Rule | Inches in Ship | Inches per Rule | Inches in Ship | Inches per Rule |
|---|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|
| KEEL, depth and thickness | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 |
| STEM, moulding and thickness | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 |
| STERN-POST for Rudder do. do. | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 |
| " " for Propeller | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 | 10 | 2 1/4 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| FRAMES, Angle Iron, for 1/2 length amidships | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 |
| Do. for 1/2 at each end | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 |
| REVERSED FRAMES, Angle Iron | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships | 24 | 10 | 24 | 10 | 24 | 10 | 24 | 10 | 24 | 10 | 24 | 10 |
| " thickness at the ends of vessel | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| " depth at 1/2 the half-bdth. as per Rule | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| " height extended at the Bilges | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron | 6 1/2 | 3 | 9 | 6 1/2 | 3 | 9 | 6 1/2 | 3 | 9 | 6 1/2 | 3 | 9 |
| Single or double Angle Iron on Upper edge | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 |
| Average space | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron | 10 | 6 | 9 | 10 | 5 1/2 | 9 | 10 | 5 1/2 | 9 | 10 | 5 1/2 | 9 |
| Single or double Angle Iron, on Upper Edge | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 | 5 | 3 | 8 |
| Average space | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron | 10 1/2 | 10 | 10 1/2 | 10 | 10 1/2 | 10 | 10 1/2 | 10 | 10 1/2 | 10 | 10 1/2 | 10 |
| Single or double Angle Iron on Upper Edge | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 |
| Average space | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| BEAMS, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 |
| Single or double Angle Iron on Upper Edges | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 | 4 1/2 | 4 | 9 |
| Average space | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates | 18 | 14 | 19 | 13 | 18 | 14 | 19 | 13 | 18 | 14 | 19 | 13 |
| " Rider Plate | 13 | 14 | 13 | 13 | 13 | 14 | 13 | 13 | 13 | 14 | 13 | 13 |
| " Bulb Plate to Intercoastal Keelson | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |
| " Angle Irons | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |
| " Double Angle Iron Side Keelson | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |
| " Side Intercoastal Plate | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |
| " do. Angle Irons | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |
| " Attached to outside plating with angle iron | 6 1/2 | 3 1/2 | 8 | 6 1/2 | 3 1/2 | 8 | 6 1/2 | 3 1/2 | 8 | 6 1/2 | 3 1/2 | 8 |
| BILGE Angle Irons | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |
| " do. Bulb Iron | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |
| " do. Intercoastal plates riveted to plating for length | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| BILGE STRINGER Angle Irons | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |
| Intercoastal plates riveted to plating for length | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| SIDE STRINGER Angle Irons | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 | 6 | 4 | 9 |

The FRAMES extend in one length from *Bilge to Bilge and from Mid to Gunwale*
The REVERSED ANGLE IRONS on floors and frames extend *from middle line to above upper stringer and to fore and aft collision and after beam bulkheads respectively*
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes*
And butts properly shifted? *Yes*

PLATING. Carboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/8 thicker than the plates they connect, excepting those 1/2 length which are built overlapped.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
Breadth of laps of plating in double riveting 6.5-4.5 Breadth of laps of plating in single riveting 6.5-4.5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & double* No. of Breasthooks, *Seven* Crutches, *Three*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Iron plates, Strakes, Mid. Pl.*
Manufacturer's name or trade mark *Steel plates, Iron steel & iron C. Steel angle & bulbs. Some Long. Iron angles. Messrs. J. & W. Brown*
The above is a correct description.
Builder's Signature, *Joseph L. Thompson & Sons* Surveyor's Signature, *Robert Edmund Taylor & Son*
Surveyor to Lloyd's Register of British and Foreign Shipping.

