

Shelter  
Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 5509

MUN, 10 NOV 1902

Port of *Belfast* Date of completion of Report *November* Received at London Office  
Survey held at *Belfast* Date, First Survey *July 24<sup>th</sup> 1901* Last Survey *Nov 10<sup>th</sup> 1902*  
On the *Steel Cabin Screw Steamer Iowa* Rig *Schooner, 5 masts.*

TONNAGE under  
Tonnage Deck... *6028.67*  
Do. between Tonnage Dk.  
and 3rd, 4th, Spar or  
Awning Dk. *1080.32*  
Total under Upper Dk. *7908.99*  
Do. of Poop *149.23*  
Do. of Bridge House *149.43*  
Do. of Forecastle *18.44*  
Do. of Houses on Deck *187.67*  
Do. of excess of Hatchways  
Do. Crown of  
the Room...  
Tonnage *2369.82*  
Do. Space *288.32*  
Do. Crown of  
the Room...  
GE FOR FEES... *8086.50*  
Engine Room *2670.34*  
Navigation Spaces  
*28.67 + 8.46 47.63*  
Tonnage *5360.53*  
on Beam...

SPAR, AWNING OR PART AWNING DECKED VESSEL,

a Vessel having a continuous Shade Deck.

CLASS *100 A*

Half Breadth (moulded) ... *29.00*

Depth from upper part of keel to top of Main Deck Beams *38.23*

Girth of Half Midship Frame (as per Rule) ... *62.14*

1st Number ... *129.37*

Length ... *490*

2nd Number ... *64426*

Proportions—Breadths to Length... *8.5*

Depths to Length—Main Deck to top of Keel ... *13.0*

Destined Voyage... *Boston*

Master *C. Watters*

Year of Appointment

Built at *Belfast*

When built *1902* Launched *July 5<sup>th</sup>*

By whom built *Harland & Wolff Ltd.*

Owners *White Diamond S.S. Co. Ltd*

Managers *(Geo. Warren & Co. Ltd)*

Residence *Liverpool*

Port belonging to *Liverpool*

If Surveyed while Building, Afloat, or in Dry Dock while Building

DEPTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Shelter Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid 4  
per Rule... *490 0* Moulded *50 0* Do. do. Main Deck Beams ... *34 0 4* Engines *812* No. of Tiers of Beams *4*  
Dimensions of Ship per Register, Length *490* breadth *50.3* depth *34* Spar or Awn. Dk. Moulded depth, ft. *37* ins. *2 1/2* To Main Dk. Round up of Beam, Main Dk. *124* ins.

FRAMING.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches in Ship.	Inches in Ship.	20ths in Ship.
ME, Angles, or Bars, for 1/2 length		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
amidships		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
for 1/2 at each end		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
in way of Double Bottoms at Solid Floors		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
at intermdt. Bkts.		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
" of Frames from moulding edge to		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
moulding edge, all fore and aft		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
PERSED FRAME, Angles		<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	<i>11</i>
EP FRAMING, depth of girder		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
DOORS, depth and thickness of Floor Plate		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
at mid-line for 1/2 length amidships		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
in way of Engines and Boilers		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
thickness at the ends of vessel		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
depth at 3/4 the half-bdth. as per Rule		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
height extended at the Bilges		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
DOORS & BRACKETS, in Cell Dble Bottoms		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Distance apart		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
TRE GIRDER, in Double bottom, depth		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
and thickness		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Angles, Top		<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	<i>11</i>
Bottom		<i>4 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>14</i>
E GIRDERS, number and thickness		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Angles		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
RGIN PLATE, depth (exclusive of flange)		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
and thickness		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Angles		<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	<i>11</i>
ER BOTTOM PLATING, breadth and		<i>4 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>14</i>
thickness of Middle Line Strake		<i>4 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>14</i>
thickness in Engine and Boiler space		<i>11 1/2</i>	<i>11 1/2</i>	<i>12</i>	<i>11 1/2</i>	<i>11 1/2</i>	<i>12</i>
Shelter Remainder in Holds		<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
AMS, Spar or Awning Deck, Single Angle,		<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>
Bulb Angle, Plate or Tee Bulb		<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>
Angles on upper edge		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Average space		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
AMS, Main Deck, Single Angle, Bulb		<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>
Angle, Plate or Tee Bulb		<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>
Angles on upper edge		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Average space		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
AMS, Lower Deck, Single Angle, Bulb		<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>
Angle, Plate or Tee Bulb		<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>
Angles on upper edge		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Average space		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
AMS, Hold, or Orlop, Plate or Tee Bulb		<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>10</i>
Angles on upper edge		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Average space		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
AMS, Poop Deck, Angle, Bulb Angle, Plate		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
or Tee Bulb		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Angles on upper edge		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Average space		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
AMS, Bridge Deck, Angle, Bulb Angle, Plate		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
or Tee Bulb		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Angles on upper edge		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Average space		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
AMS, Forecastle Deck, Angle, Bulb Angle,		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Plate or Tee Bulb		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Angles on upper edge		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Average space		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
BARS, In 'tween Deck, size and spacing		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Hold		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
Quarter, 'tween Dks.,		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
in Hold		<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>
WEB-FRAMES, In Fore Body, No. and spacing		<i>2</i>	<i>2</i>	<i>11</i>	<i>2</i>	<i>2</i>	<i>11</i>
brdth. & thickness		<i>24</i>	<i>24</i>	<i>11</i>	<i>24</i>	<i>24</i>	<i>11</i>
No. of Side Stringers		<i>2</i>	<i>2</i>	<i>11</i>	<i>2</i>	<i>2</i>	<i>11</i>
WEB FRAMES, In E. & B. Space, No. & spacing		<i>2</i>	<i>2</i>	<i>11</i>	<i>2</i>	<i>2</i>	<i>11</i>
brdth. & thickness		<i>24</i>	<i>24</i>	<i>11</i>	<i>24</i>	<i>24</i>	<i>11</i>
WEB FRAMES, In After Body, No. and spacing		<i>2</i>	<i>2</i>	<i>11</i>	<i>2</i>	<i>2</i>	<i>11</i>
brdth. & thickness		<i>24</i>	<i>24</i>	<i>11</i>	<i>24</i>	<i>24</i>	<i>11</i>
No. of Side Stringers		<i>2</i>	<i>2</i>	<i>11</i>	<i>2</i>	<i>2</i>	<i>11</i>
Size of Angles or Tee Bars to Web Frames		<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	<i>11</i>
BRACKET PLATES to Stringers between		<i>4</i>	<i>4</i>	<i>11</i>	<i>4</i>	<i>4</i>	<i>11</i>
Web Frames, depth and thickness		<i>30</i>	<i>30</i>	<i>24</i>	<i>30</i>	<i>30</i>	<i>24</i>

FORGINGS AND CASTINGS.		Inches in Ship.		Inches per Rule, Or as Approved.				
KEEL, Bar or Side Plates, depth and thickness		10 x 3 1/2	10 x 3 1/2					
STEM, moulding and thickness		12 x 3 1/2	12 x 3 1/2					
STERN-POST for Rudder do. do.		13 x 9	13 x 9					
" " for Propeller		13 x 9	13 x 9					
MAIN PIECE of Rudder, diameter at head		12 1/2	11 1/2					
do. at heel		9 1/2 x 4 3/4	5 1/2					
RUDDER, how constructed		Cast steel frame, single plate 1 1/2						
Can the Rudder be unshipped afloat?		Yes.						
KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths in Ship.	
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate								
" Rider Plate								
" Bulb Plate to Intercoastal Keelson								
" Horizontal Plates on Floors								
" Angles								
SIDE KEELSON, Angles								
" Bulb or Plate above floors, for		Ing.						
" Intercoastal Plate, for		length						
" Attached to outside plating with Angle								
BILGE KEELSON, Angles								
" Bulb or Plate above floors, for		Ing.						
" Intercoastal Plate, for		length						
" Attached to outside plating with Angle								
BILGE STRINGER Angles		3	6 1/2	4 1/2	11	3	6 1/2	
" Bulb Plate, for		length						
" Intercoastal Plate, for		length	24	14	24	14	24	
" Attached to outside plating with Angle			24	14	24	14	24	
SIDE STRINGER Angles		3	6 1/2	4 1/2	11	3	6 1/2	
" Bulb or Intercoastal Plate, for		Ing.	24	14	24	14	24	
" Attached to outside plating with Angle			4	4	12	4	12	
Stern or Awning Deck Stringer Plates, breadth and thickness			42	16	42	16		
" Angle on ditto			45	15	45	15		
" Tie Plates, fore and aft, outside Hatchways			double	double	double	double		
" Diagonal Tie Plates, No. of pps.								
" Deck, * Iron or Steel, for		Ing.		10		10		
" Wood Deck, Material & thickness								
Main Deck Stringer Plate, breadth & thickness			42	16	42	16		
" Angles on ditto, No.		2	45	15	45	15		
" Tie Plates, outside Hatchways			5 x 5 x 10	5 x 5 x 10	5 x 5 x 10	5 x 5 x 10		
" Diagonal Tie Plates, No. of pps.								
" Deck, * Iron or Steel, for		Ing.		9		9		
" Wood Deck, Material & thickness								
Lower Deck Stringer Plates, br'dth & thck'n's			42	11	42	11		
" Angles on ditto, No.		2	45	10	45	10		
" Tie Plates, outside Hatchways			4 x 4 x 13	4 x 4 x 13	4 x 4 x 13	4 x 4 x 13		
" Deck, * Material and thickness				9		9		
" Wood Deck, Material & thickness								
Hold, or Orlop Stringer Plate, br'dth & thck'n's			63	16	63	16		
" Angles on ditto, No.		2	4 x 4 x 11	4 x 4 x 11	4 x 4 x 11	4 x 4 x 11		
" Tie Plates, outside Hatchways								
" Deck, Material and thickness				7		7		
Poop Deck Stringer Plate, breadth & thickness								
" Angles on ditto								
" Tie Plates								
" Deck, Material and thickness								
Bridge Deck Stringer Plate, br'dth & thickness								
" Angle on ditto								
" Tie Plates								
" Deck, Material and thickness								
Forecastle Deck Stringer Plate, b'dth & th'kns								
" Angle on ditto								
" Tie Plates								
" Deck, Material and thickness								
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.								
BULKHEADS.		Number.	Thickness.	STIFFENERS.			Single or Double Frames.	Height up.
		In Vessel.	Per Rule.	Horizontal. Inches.	Vertical. Inches.	Spacing. Inches.		
W. T. BULKHEADS		2	2	26 x 9 x 8 1/2 x 15	2 x 3 1/2 x 3 1/2 x 4 1/2	2 x 3 1/2 x 3 1/2 x 4 1/2	26	2 1/2
PARTITION								
LONGITUDINAL,								
Are the outside Plates doubled two spaces of Frames in length?		No. Diamond plates						



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick- ness.	Breadth.	For what Length.
	Inches.	<del>16</del> <sup>18</sup> <sub>20ths</sub>	<del>14</del> <sup>15</sup> <sub>20ths</sub>	<del>12</del> <sup>13</sup> <sub>20ths</sub>		Inches.	<del>14</del> <sup>15</sup> <sub>20ths</sub>			Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Fst.
FLAT PLATE KEEL .....	51	20	18	16	51	20	Double	7	1 1/2	5 1/2	treble	1 1/2	4	2 1/2	1 1/2	8 1/2	16 1/2	entire	length
(If Bar Keel, state Riveting).																			
GARBOARD OF A Strake ...		X 16	X 15	X 15		16		"		"	2 1/2	1	3 1/2	Double					
State actual	B	0 15	0 15	0 14		15		"		"	2 1/2	1	3 1/2						
thickness in	C	0 15	0 16	0 14		15		"		"	2 1/2	1	3 1/2						
way of Double	D	0 15	X 15	X 15		15		"		"	2 1/2	1	3 1/2						
Bottom.	E	0 15	1 13	1 15		15		"		"	2 1/2	1	3 1/2						
	F	X 16	1 13	1 14		16		"		"	2 1/2	1	3 1/2						
	G	X 16	1 12	1 14		16		"		"	2 1/2	1	3 1/2						
	H	X 16	1 12	1 14		16		"		"	2 1/2	1	3 1/2						
	J	16	12	14		16		"		"	2 1/2	1	3 1/2						
	K	16	12	14		16		"		"	2 1/2	1	3 1/2						
	L	16	12	14		16		"		"	2 1/2	1	3 1/2						
	M	16	12	14		16		"		"	2 1/2	1	3 1/2						
	N	16	12	14		16		"		"	2 1/2	1	3 1/2						
	O	16	12	14		16		"		"	2 1/2	1	3 1/2						
	P	16	12	14		16		"		"	2 1/2	1	3 1/2						
M. G. Keel	51	20	12	12	51	20		"	7	1 1/2	5 1/2	2 heads	1 1/2	4			19 1/2		
Bottom of Flat Plate Keel		18	12	12		18		"				2					19		
Shelter Deck	53	20	12	12	53	20		"				3					34 X 15 1/2 13		
Length and thickness of Sheerstrakes.																	Double		
of Strake below																			
POOP SIDES .....																			
BRIDGE SIDES .....																			
FORECASTLE SIDES .....																			

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. *James L. Lusk & Co., and*  
*Edwards Bros., Rev. Lusk & Co., S.C., Floors*  
*Barrow & L.C., Keelson angles Lusk & Co., S.C.,*  
*Beams, Edw. Vale S.C., Outside plating, Stringers*  
*decks, Bulkin, & Inner Str. plating S. Durham S.C.*

FRAMES extend in one length from *margin plate* to *Shelter deck* *gunwale*  
 REVERSED FRAMES on *alternating* frames extend from *margin plate* to *lower deck beam knees* and on *the angle frames to Shelter deck beam knees*

MASTS, SPARS, &c.									
No. Square Sails	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.
LOWER MASTS...	Fore	93.3	28 x 20	26 x 20	14 x 20	8 x 20	3	3 1/2 x 3 1/2	Single Quadruple
	Main	90.6	28 x 20	26 x 20	14 x 20	8 x 20	3	3 1/2 x 3 1/2	Single Quadruple
	Mizen	87.3	28 x 20	26 x 20	14 x 20	8 x 20	3	3 1/2 x 3 1/2	Single Quadruple
Boomsprit		94.6	26 x 20	24 x 20	14 x 20	8 x 20	3	3 1/2 x 3 1/2	Single Quadruple
Topmasts, Yards and Remainder of Spars		90.9	24 x 20	22 x 20	18 x 20	8 x 20	3	3 1/2 x 3 1/2	Single Quadruple
Rigging, Material and Size, Shrouds									
Sails. The job headed only.	Suit of								

EQUIPMENT No. 10413 LETTER G									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT REQ. BY RULE	
		Cwts.	qrs.	Cwts.	qrs.	Tons.	cwts.	Cwts.	qrs.
44459	1st Bower	97	1 1/2	97	1 1/2	66	10 0 0	95	2 0 0
44459	2nd "	95	1 1/2	95	1 1/2	65	15 10 0	95	2 0 0
44459	3rd "	82	0 2 1/2	82	0 2 1/2	60	0 0 0	81	0 0 0
44459	Collective weight	274	3 2 1/2	274	3 2 1/2	212	0 0 0	272	0 0 0
44394	Stream	24	1 1/2	24	1 1/2	22	26 15 0	27	0 0 0
44394	Kedge	14	1 2 1/2	14	1 2 1/2	16	19 0 0	14	0 0 0
44394	2nd Kedge	14	1 2 1/2	14	1 2 1/2	16	19 0 0	14	0 0 0

CHAIN CABLES.									
Number of Certificate.	Fathoms.	Size.	TEST PER CERTIFICATE		WEIGHT OF CHAIN CABLE		FATHOMS AND SIZE PER RULE		Description.
			Tons.	Supplied.	Tons.	Per Rule.	Tons.	Per Rule.	
31610	150	2 1/2	15.3	15.3	1560	190.0	330	2 1/2	Steel Ringley & Hetherington June 30.02
31604	165	2 1/2	15.3	15.3	1560	190.0	330	2 1/2	Steel Ringley & Hetherington June 30.02
31602	165	2 1/2	15.3	15.3	1560	190.0	330	2 1/2	Steel Ringley & Hetherington June 30.02
31602	165	2 1/2	15.3	15.3	1560	190.0	330	2 1/2	Steel Ringley & Hetherington June 30.02

Boats *Two Life Boats and four cutters.*  
 Pumps, Number *Seven.*  
 Windlass is *J. H. Wilson & Co's Patent steam*  
 Engine Room Skylights.—How constructed? *Of plates and angles in casings above Shelter deck*  
 What arrangements for deadlights in bad weather? *Solid top with bulls eyes.*  
 Coal Bunker Openings.—How constructed? *Side ports* How are lids secured? *With bolts & nuts* Height above deck? *—*  
 Number of Scuppers, and number and dimensions of *Freeing Ports, &c.* *14 Scuppers each side.*  
 Ceiling in Holds, thickness and material *2 1/2" P.P. outside margin Ceiling* *Seven Decks, thickness and material* *6" x 2" Spruce.*  
 Cargo Hatchways.—How formed? *Of plates and angles* Hatches, If strong and efficient? *Yes*  
 State size No. 1 Hatch (Forward) *12' 6" x 16' 0"* No. 2 Hatch *15' 3" x 16' 0"* No. 3 Hatch *15' 3" x 16' 0"* No. 4 Hatch *15' 3" x 16' 0"*  
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *one shifting beam and three fore and afters in all hatchways.*  
 No. of Breasthooks *Eight* No. of Crutches *4 deep floors*  
 Bulwarks, height above deck and description *3' 9" x 7 1/2" Steel above Shelter Deck* Main Rail, material and size *Patent built angle 6" x 4 1/2"*  
 The above is a correct description.  
 Builder's Signature (here only) *John Handland & Co* Surveyor's Signature *James Curpin*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)  
*12 July 12<sup>th</sup> & 26<sup>th</sup>, Sept 30<sup>th</sup> and Dec 21<sup>st</sup> 1901, and Oct 24<sup>th</sup> 1902*  
 Workmanship.—Are the butts of plating planed or otherwise fitted? *planed where butted, but mostly overlapped.*  
 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? *very few.*  
 Are the butts of Plating, Stringers, &c., properly shifted and strapped?  
 General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracing of midship section forwarded on the 5<sup>th</sup> inst., and with the accompanying approved tracings of Longitudinal section, reversed profile in way of No. 2 hold, and plan showing strong beams in C.D.B. space. The Secretary's letters dated as above have been complied with, and the Rules in all other respects adhered to.*  
*All pumps and watertight doors have been examined and tested, and found efficient, and the weather decks and tunnels tested with a hose and found tight and satisfactory.*  
*The rivets are spaced closer than required by the Rules in most parts of the vessel.*  
*The materials used in her construction, and the workmanship are very good.*

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *ft.*, R.Q.D. or Break *ft.*, Bridge Dk. *ft.*, F'castle *ft.*  
 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Shelter deck*  
 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) *3 Dks (Stl) & Shelter dK (Stl)*  
 Official No. *—*; Signal Letters *—*  
 How are the surfaces preserved from oxidation? Inside *Portland cement and paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system									
Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.
Double bottom, aft.	129.6	440	Fore peak tank,			Double bottom, forward.	205.4	742	After peak tank,
Double bottom, under Engines and Boilers.	73.7	340	Midship deep tank,	2 Continuan.	56	200.3	Double bottom, if under Engines only.		Other tanks, if fitted,
Double bottom, if under Boilers only.			(If necessary, furnish further information by sketch.)			Double bottom, if under Boilers only.			

State whether the above have been tested as required by the Rules. *yes*  
 Order for Special Survey No. *461*  
 Date *Sept 19.01*  
 Order for Ordinary Survey No. *—*  
 Date *—*  
 No. *349* in builder's yard  
 1st. On the several parts of the frame, when in place, and before the plating was wrought *July 24, Aug. 16, 22, 29; Sep. 4, 13, 19, 20, 25, 27; Oct. 4, 11.*  
 2nd. On the plating during the process of riveting *11, 16, 21, 23, 24, 30; Nov. 6, 11, 22, 25, 28; Dec. 3, 9, 16, 18, 19, 21.*  
 3rd. When the beams were in and fastened, and before the decks were laid *Jan. 2, 10, 17, 22, 30; Feb. 1, 5, 15, 20; Mar. 1, 3, 21, 25; Apr. 7, 10.*  
 4th. When the ship was complete, and before the plating was finally coated or cemented *16, 18, 23; May 2, 8, 14, 20, 26, 27; June 3, 11, 20, 23, 25; July 2, 3.*  
 5th. After the ship was launched and equipped *4, 5, 7, 10, 22, 25, 30; Aug. 4, 7, 13, 19, 20; Sep. 4, 11, 22, 25, 27, 31; Nov. 3, 4, 5, 7, 10.*

The amount of Entry Fee.....£ 5 0 0  
 Special Survey Fee .....£ 22 7 3  
 Travelling Expenses, if any £ *—*  
 I am of opinion this Vessel should be Classed *+ 100 A 1 Shelter deck*  
 With, or without Freeboard, as condition of Class *with freeboard*  
 Certificate to be sent to *this office*  
 Surveyor to Lloyd's Register of British and Foreign Shipping. *James Curpin*

Committee's Minute  
 Character assigned *100 A 1 Steel*  
*Shelter dK*  
*with freebd. & 8" x 4*  
*Long and*  
*+ 2mc 11 on*  
*Engine.*