

(LLOYDS REGISTER.)

G. R. 130

Lloyds.

VESSELS OF 100 TONS AND UPWARDS

These particulars are supplied by the Registrar General of Shipping and Seamen for the sole use of Lloyds Register of British and Foreign Shipping.

Signal Letters (if any) *T R J C*

Official Number.	Name of Ship.	No., Date, and Port of Registry.
<i>115,329.</i>	<i>"Iowa"</i>	<i>117 1902 Liverpool</i>

No., Date, and Port of Previous Registry (if any). *New Vessel*

Whether British or Foreign Built.	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled	Where Built.	When Built.	Name and Address of Builders.
<i>British</i>	<i>Steam Twin Screw</i>	<i>Belfast</i>	<i>1902.</i>	<i>Harland & Wolff Ltd Belfast.</i>

Number of Decks	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	Feet.	Tenths.
<i>Three Decks & Shade Deck</i>	...	<i>500</i>	<i>5</i>
Number of Masts	Length at quarter of depth from top of weather deck at side amidships to bottom of keel		
<i>Five</i>	...	<i>499</i>	<i>3</i>
Rigged	Main breadth to outside of plank		
<i>Schooner</i>	...	<i>58</i>	<i>3</i>
Stern	Depth in hold from tonnage deck to ceiling at midships		
<i>Elliptical</i>	...	<i>26</i>	<i>25</i>
Build	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards		
<i>blencher</i>	...	<i>34</i>	<i>0</i>
Galleries	Depth from top of beam amidships to top of keel		
<i>None</i>	...	<i>38</i>	<i>2</i>
Head	Depth from top of deck at side amidships to bottom of keel		
<i>None</i>	...	<i>37</i>	<i>65</i>
Framework and description of vessel	Round of beam		
<i>Steel</i>	...	<i>71</i>	<i>9</i>
Number of Bulkheads	Length of engine room (if any)		
<i>Eight</i>	...		
Number of water ballast tanks, and their capacity in tons			
<i>Fifteen</i>			
<i>4750 tons</i>			

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel	<i>17900 tons.</i>	Ditto per inch immersion at same depth	<i>59 tons.</i>
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PARTICULARS OF ENGINES (if any).

No. of Engines	Description.	Whether British or Foreign made.	When made.	Name and Address of Makers.	No. of and Diameter of Cylinders.	Length of Stroke.	N. H. P. I. H. P. Speed of Ship.
<i>Six</i>	<i>Inverted Direct Acting Triple Expansion Condensing Engines.</i>	<i>British</i>	<i>1902</i>	<i>Harland & Wolff Ltd Belfast.</i>	<i>Six 2 @ 23 1/2" 2 @ 39" 2 @ 66"</i>	<i>48"</i>	<i>812 4400 13 knots.</i>
	<i>Boilers: two single ended & two double ended</i>		<i>1902</i>				
	<i>Iron or Steel: Steel</i>						
	<i>Pressure when loaded 192.</i>						

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	<i>6028.67</i>	On account of space required for propelling power	<i>2678.34</i>
Closed-in spaces above the Tonnage Deck, if any		On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the Crew	
Space or spaces between Decks	<i>1880.32</i>	These spaces are the following, viz.:—	
Poop	<i>79.29</i>	<i>Crew & Officers' Spaces in</i>	
Forecastle	<i>15.44</i>	<i>Pooh Round Houses & Side</i>	<i>283.32</i>
Round House	<i>178.43</i>	<i>Houses</i>	
Other closed-in spaces, if any, as follows:—	<i>187.67</i>	Deductions under Section 79 of the Merchant Shipping Act, 1894, as follows:—	
<i>Side Houses</i>		<i>Masters Room 10.50</i>	
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894, if required.		<i>Chart Room 8.46</i>	<i>47.63</i>
		<i>Boiler's Store 28.67</i>	
Gross Tonnage	<i>8369.82</i>	Cubic Metres.	
Deductions, as per Contra	<i>3009.29</i>		
Registered Tonnage	<i>5360.53</i>	Total Deductions	<i>3009.29</i>

Name of Master	<i>Samuel V Walters</i>	Certificate of	Service No. <i>26376</i>
		Competency	No.

No. of Owners

Name, Residence, and Description of Managing Owner if there are more owners than one.

White Diamond Steamship Company Limited of 19 James Street, Liverpool. 64 Shares
Frank Litchfield, of same address, manager.

Dated *22nd October 1902*