



Figure 4 The Starboard bow



Figure 5 The rigging of the bowsprit

attachment of wire shrouds around the hounds of the masts has resulted in a considerable quantity of wire rigging covering the foredeck and draped over the port rail between the cathead and port fore chains.

On the foredeck are situated a brake-operated windlass, the focsle companionway hatch, the foremast hole, and to starboard of the foremast, the baseplate and boiler body of a vertical boiler, likely of the vertical cross-tube type. The body of this boiler lies against the bulwarks to starboard of the baseplate. This boiler was connected to a steam hoist situated forward of the fore hatch.

The deck is interrupted by three hatches, forward, amidships and abaft the mainmast. The centerboard case, which is largely obscured by the deck and beneath coal extends between the after head ledges of the fore hatch, across the midships hatch to just forward of the mainmast, where the pennant chock is situated. To port of the pennant chock, resting on its side with the pennant chain still attached is the centerboard winch. The mainmast is snapped off approximately 4.4 ft. (1.34) m above the deck, immediately above the boom saddle.

Abaft the after hatch, the sides of the hull have split away from the deck along the waterways, displacing some of the deck planks and exposing the ends of the deck beams. As a result, the position of all beams aft of the fore hatch are known. Aft of the break of the deck the port quarter is disarticulated. A section between the lower and upper turns of the bilge lays flat on the bottom with the upper quarter sloping downward from its