

(LLOYDS REGISTER.)

G. R. 130
Lloyds Register.

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)

Official Number.	Name of Ship.	No., Date, and Port of Registry.
132,278	St. Malo	68/1911 Hull.

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

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.	
British	Steamship S. Screw.	Beverley	1911.	Cook, Welton & Gemmell Ltd. Beverley	
Number of Decks	One	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post		Feet.	Tenths.
Number of Masts	Two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel		140	-
Rigged	Ketch	Main breadth to outside of plank		23	75
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships		12	40
Build	Clencher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards			
Galleries		Depth from top of beam amidships to top of keel			
Head		Depth from top of deck at side amidships to bottom of keel			
Framework and description of vessel	Steel Trawler	Round of beam		31	58
Number of Bulkheads	four	Length of engine room, if any			4
Number of water ballast tanks, and their capacity in tons					

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel	Tons.	Ditto per inch immersion at same depth	Tons.
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PARTICULARS OF PROPELLING ENGINES, &c. (if any).

No. of sets of Engines.	Description of Engines.	Whether British or Foreign made.	When made.	Name and address of makers.	Reciprocating Engines.		Rotary Engines.	N. H. P. I. H. P. Speed of Ship.
					No. and Diameter of Cylinders in each set.	Length of Stroke.		
One	Triple Expansion direct acting inverted cylinder	Engines.	Engines.	Engines.	Three			86
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers.	15"	26"		550
One	Cyl. Mult. Description... Iron or Steel... Loaded Pressure 200 lbs	British	1911.	Ld. Hull.	23"			11 knots
					37"			

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.
Under Tonnage Deck		296.95	On account of space required for propelling power		163.19
Space or spaces between Decks			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		
Turret or Trunk			These spaces are the following, viz:--		
Forecastle	side house	1.37	Forecastle & cabins		25.62
Bridge space					
Reefer Break		16.97			
Side Houses					
Deck House		.93			
Chart House		5.72			
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		13.34	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:--		
Excess of Hatchways			Cubic Metres		
			Master's acc.	1.82	
Gross Tonnage		335.28	Boose's Store	3.00	10.54
Deductions, as per Contra		199.35	Chart Space	5.72	
Registered Tonnage		135.93	Total		199.35

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 79.91 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 13.34 tons.

NOTE 2.—The undermentioned spaces above the Upper Deck are not included in the cubical contents forming the ship's register tonnage.

Open Forecastle 20.1 x 12.9 x 5.5	13.01 tons
19.0	
less companion, side house & windlass	3.96 "
	9.05 tons

Name of Master	Thomas Cheevers	Certificate of { Service No. Competency No. 7496
No. of Owners		
Name, Residence, and Description of Managing Owner if there are more owners than one.	Thomas Hamling and Company, Limited, whose principal place of business is at St. Andrews Dock, in the City and County of Kingston-upon-Hull. Harold Hall of South Side, St. Andrews Dock, Hull.	
Dated	1st December 1911.	