

CLASS CONTINGENT

(LLOYD'S REGISTER.)

VESSELS OF 100 TONS AND UPWARDS.

These particulars are supplied by the Registrar General of Shipping and Seamen for the sole use of Lloyd's Register of Shipping.

Signal Letters (if any) G.D.G.Y.



Official Number.	Name of Ship.	No., Date, and Port of Registry.
164349	Welsh Coast	4/1938 Liverpool
No., Date, and Port of previous Registry (if any).		
Whether British or Foreign Built.	Whether a Sailing, Steam, or Motor Ship, if Steam or Motor Ship how propelled.	Where Built.
British	Motorship Single Screw	Ardrossan
		When Built.
		1938
		Name and Address of Builders.
		Ardrossan Dockyard Ltd., Ardrossan.
Number of Decks	One and Shelter	Length from fore part of stem, to the aft side of the head
Number of Masts	Two and one Derrick Post	Post of the stern post
Rigged	Not rigged	Main breadth to outside of plank plating
Stem	Straight	Depth in hold from tonnage deck to ceiling amidships
Stern	Cruiser	Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards
Build	In and Out	Depth from top of deck at side amidships to bottom of keel
Framework and description of vessel	Steel Cargo Vessel	Round of beam
Number of Bulkheads	Three	Length of engine room, if any
		Feet.
		200
		Tenths.
		6.5
		33
		1.5
		11
		1.0
		-
		-
		21
		3.3
		-
		6.9
		52
		2.0

Particulars of propelling Engines, etc., (if any), and Water Ballast Tanks, as supplied by Builders, Owners, or Engine Makers.

No. of sets of Engines.	Description of Engines.	Whether British or Foreign Made.	When made.	Name and address of makers.	Reciprocating Engines. No. and Diameter of Cylinders in each set.	Length of Stroke.	Rotary Engines. No. of Cylinders in each set.	N. H. P. B. H. P. I. H. P. Estimated Speed of Ship.
One	Internal Combustion Trunk Diesel Solid Injection	British	1937	J. G. Kincaid & Co. Ltd., Greenock.	Six 500 m/m. 900 m/m.	Four Stroke Cycle Single Acting 168 r.p.m.	-	116 1000 (estimated) 1280 (estimated) 11 Knots
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers.				
One	Description Number Iron or Steel Loaded Pressure	-	-	-				

Number of water ballast tanks, and their capacity in tons:— Five, 278 tons.

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	499.49	On account of space required for propelling power	285.91
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	71.05
Turret or Trunk	5.36	These spaces are the following, viz.:— Poop, Bridge and Round Houses.	
Forecastle	41.14	(Number of seamen or apprentices for whom accommodation is certified.....11.....)	
Bridge space	27.16	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—	
Poop or Break	22.56	Master's Accomdn. 5.13	
Side Houses	3.62	Chart Space 3.62	
Deck Houses	41.63	Boatswain's Store 7.45	54.76
Chart House	4.68	Steering Gear	
Spaces for Machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		Dynamo Space 1.44	
Excess of Hatchways		Water Ballast Space 37.12	411.72
Gross Tonnage	645.64		
Deductions, as per contra	411.72		
Register Tonnage	233.92		

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 122.45 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 98.84 tons.

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

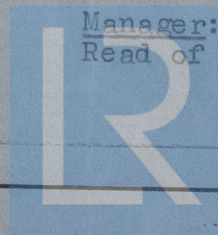
Open Top-gallant. Forecastle - L. 22.3 = 15.91 tons.

Tween Deck Part I - L. 122.0 = 292.02 tons.

do Part II - L. 4.0 = 10.48 tons.

Name of Master	Certificate of	Service No.	Competency No.
No. of Owners			
Name, Residence, and Description of Managing Owner if there are more owners than one.			
Coast Lines Limited, London House, 3, New London Street, London, E.C.3.			
Sixty-four shares.			
Dated 17th January, 1938.			

Manager: Sir Alfred Henry Read of same address.



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Mr. Soden



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