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(LLOYD'S REGISTER.)

VESSELS OF 100 TONS AND UPWARDS.

G.R. 130
Lloyd's Register.

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

Signal Letters (if any) K.R.C.L.

Official Number.	Name of Ship.	No., Date, and Port of Registry.
148,080. ✓	Tamworth	35/1924 Newcastle. ✓

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

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	Steam Screw.	Sunderland	1924	S.P. Austin & Son Ltd., Sunderland.

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 ...	235	---
Rigged ...	Schooner	Main breadth to outside of plank ...	234	5
Stem ...	Elliptical	Depth in hold from tonnage deck to ceiling at midships ...	35	7
Build ...	Clincher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards ...	14	7.5
Galleries ...	None	Depth from top of beam amidships to top of keel ...	--	--
Lead ...	Straight	Depth from top of deck at side amidships to bottom of keel ...	17	5
Framework and description of vessel ...	Steel, Cargo	Round of beam ...	16	9.5
Number of Bulkheads ...	Five	Length of engine room, if any ...	37	7.2
Number of water ballast tanks, and their capacity in tons ...	Six 663 tons			--

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel ...	2270	Tons.	Ditto per inch immersion at same depth ...	16.25	Tons.
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PARTICULARS OF PROPELLING ENGINES, &c. (if any).

No. 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	Reciprocating Tri-compound Direct Acting Inverted	British	1924	J. Dickinson & Sons Ltd., Sunderland	Three 18" 30" 49"	33"	---	173 800
One	Particulars of Boilers. Multi Single-ended Steel 180 lbs.	British	1924	do				9.4 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck ...	993.82	On account of space required for propelling power	426.26
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	
Garret or Trunk ...		These spaces are the following, viz.:-	
Forecastle ...	30.87	Officers, Engineers & Crew	70.22
Ridge space ...		Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:-	
Deck or Break ...	167.39	Master's Accommod. 4.53	124.22
Deck Houses ...	5.76	Boatswain's Store 13.32	
Deck Houses ...	40.85	Chart Space 3.40	
Deck House Expansion Hatch16	Water Ballast Space 102.97	
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894 ...			
Excess of Hatchways ...	93.21		
Gross Tonnage ...	1332.06	Cubic Metres	
Deductions, as per Contra ...	620.70		
Register Tonnage ...	711.36	Total ...	620.70

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 200.56 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 31.97 tons.

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

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Name of Master _____ Certificate of { Service No. Competency No.

Name, Residence, and Description of Managing Owner if there are more owners than one
The Robert Stanley Shipping Company Limited,
 Watergate Buildings, Sandhill, Newcastle-on-Tyne.
 Robert Stanley Dalglish, same address, Manager.
 Sixty-four Shares.

Dated 21st July, 1924.

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