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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.N.P.**

Official Number.	Name of Ship.	No., Date, and Port of Registry.
147,286.	Gronant Rose	61/1924 Liverpool.

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.
British	Steamship Single Screw.	Paisley	1924	John Fullerton & Co. Paisley.

Number of Decks	One	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	220	5.0
Number of Masts	Two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	220	0.0
Rigged	Schooner	Main breadth to outside of plank	34	2.0
Stern	Round	Depth in hold from tonnage deck to ceiling at midships	13	2.5
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	16	1.5
Head		Depth from top of deck at side amidships to bottom of keel	15	6.5
Framework and description of vessel	Steel (Cargo Vessel)	Round of beam	42	0.0
Number of Bulkheads	Three	Length of engine room, if any		
Number of water ballast tanks, and their capacity in tons	Five 329 Tons Total			

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel	1807 Tons.	Ditto per inch immersion at same depth	14.7 Tons.
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PARTICULARS OF PROPELLING ENGINES, &c. (if any).

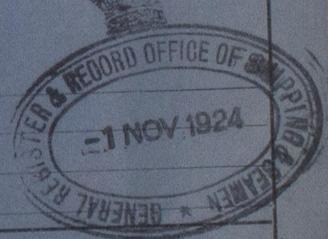
No. of sets of Engines.	Description of Engines.	Whether British or Foreign made.	When made.	Name and address of makers.	Reciprocating Engines.		Rotary Engines.	N. H. P. I. H. P. Speed of Ship.
					No. and Diameter of Cylinders in each set.	Length of Stroke.		
One	Reciprocating Steam Triple Expansion Direct Acting Vertical	Engines.	Engines.	Engines.	Three 17"	33"	----	169
One	Marine Return Tube Boilers.	Boilers.	Boilers.	Boilers.	27"	45"	----	1000
One	Number Two Steel 180 lbs per sq. inch	British	1924	Bow McLachlan & Co. Ltd., Paisley.				10 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No. of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.
Under Tonnage Deck		801.02	On account of space required for propelling power		355.31
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		55.48
Turret or Trunk		25.51	These spaces are the following, viz:—		
Forecastle		21.97	Forecastle, Bridge and Round Houses.		
Bridge space		148.16	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—		
Peep Break		28.46	Master's Accommodation	5.85	
Side Houses			Boatswain's Store	11.10	
Deck Houses			Chart Space	4.56	
Chart House			Water Ballast Spaces	38.87	60.38
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		85.21			
Excess of Hatchways					
Gross Tonnage		1110.33	Cubic Metres		
Deductions, as per Contra		471.17			
Register Tonnage		639.16			
					471.17

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 186.01 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 43.12 tons.
NOTE 2.—The undermentioned spaces above the Upper Deck are not included in the cubical contents forming the ship's register tonnage.

Under Forecastle Deck L. 2.0 ft - 2.54 tons



Name of Master **John O. Lewis** Certificate of Service Competency No. **007918**

No. of Owners
Name, Residence, and Description of Managing Owner if there are more owners than one.

Richard Hughes of 17 James Street, Liverpool, Lancaster. Shipowner. } **Sixty-four Shares.** Managing Owner.

Dated **16th October, 1924.**

