

(LLOYDS REGISTER.)

G. R. 130
Lloyds.

VESSELS OF 100 TONS AND UPWARDS.

LLOYDS REGISTER OF SHIPS
RECEIVED
3 FEB. 1902

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) _____

Official Number. <i>114829.</i>	Name of Ship. <i>"Tigris"</i>	No., Date, and Port of Registry. <i>17th in 1902 London.</i>					
No., Date, and Port of Previous Registry (if any). _____							
Whether British or Foreign Built. <i>British</i>	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled. <i>Steam Screw</i>	Where Built. <i>Low Walker on Tyne</i>	When Built. <i>1902</i>				
Name and Address of Builders. <i>Sir W. J. Armstrong Whitworth & Co. Ltd. Low Walker on Tyne.</i>							
Number of Decks <i>Two</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post <i>300</i>	Feet	Tenths.				
Number of Masts <i>Two</i>	Length at quarter of depth from top of weather deck at side amidships to bottom of keel <i>300</i>						
Rigged <i>Fore and aft Schooner</i>	Main breadth to outside of plank <i>43</i>		<i>75</i>				
Stern <i>Elliptical</i>	Depth in hold from tonnage deck to ceiling at midships <i>24</i>		<i>7</i>				
Build <i>Bluncher</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards						
Galleries <i>None</i>	Depth from top of beam amidships to top of keel <i>27</i>		<i>92</i>				
Head <i>None</i>	Depth from top of deck at side amidships to bottom of keel <i>27</i>		<i>29</i>				
Framework and description of vessel <i>Steel</i>	Round of beam		<i>11.5</i>				
Number of Bulkheads <i>Five</i>	Length of engine room (if any)	<i>42</i>	<i>1</i>				
Number of water ballast tanks, and their capacity in tons <i>Six 598 tons</i>							
PARTICULARS OF DISPLACEMENT.							
Total to quarter the depth from weather deck at side amidships to bottom of keel <i>6070 tons.</i>		Ditto per inch immersion at same depth <i>2635 tons.</i>					
PARTICULARS OF ENGINES (if any).							
No. of Engines	Description.	Whether British or Foreign made.	When made.	Name and Address of Makers.	No. of and Diameter of Cylinders.	Length of Stroke.	N. H. P. I. H. P. Speed of Ship.
<i>Three</i>	<i>Triple Expansion Vertical</i>	<i>British</i>	<i>1902</i>	<i>The North Eastern Marine Engineering Co. Ltd.</i>	<i>22 1/2"</i>	<i>42"</i>	<i>280</i>
	<i>Boilers. Three</i>		<i>1902</i>		<i>Wallsend on Tyne</i>		<i>36 1/2"</i>
	<i>Number Steel</i>				<i>61"</i>		<i>10 Knots</i>
	<i>Pressure when loaded 160 lbs</i>						
PARTICULARS OF TONNAGE.							
GROSS TONNAGE.		No. of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.		
Under Tonnage Deck		<i>2668.49</i>	On account of space required for propelling power		<i>897.58</i>		
Closed-in spaces above the Tonnage Deck, if any			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				
Space or spaces between Decks			These spaces are the following, viz.:—				
Poop		<i>29.67</i>	<i>Seamen 2328</i>		<i>76.64</i>		
Forecastle		<i>86.68</i>	<i>Officers Engineers Stewards Mess 32.45</i>				
House			<i>Booth & Donkeyman 20.91</i>				
Other closed-in spaces, if any, as follows:—			<i>Under Sec 79</i>				
<i>Excess Hatchways</i>		<i>20.10</i>	<i>Cubic Metres. Boatswain's Store 27.98</i>		<i>39.16</i>		
			<i>Master's Berth 6.82</i>				
Gross Tonnage		<i>2804.94</i>	<i>7937.98</i>	<i>Chart Room 4.36</i>			
Deductions, as per Contra		<i>1013.38</i>	<i>2867.87</i>				
Registered Tonnage		<i>1791.56</i>	<i>5070.11</i>	Total Deductions	<i>1013.38</i>		
Name of Master <i>Arthur Lee</i>		Certificate of Service Competency		No. <i>027679</i>			
No. of Owners							
Name, Residence, and Description of Managing Owner if there are more owners than one.							
<i>Bucknall Steamship Lines Limited</i>				<i>Sixty four Shares</i>			
<i>23 Leadenhall Street City of London</i>							
<i>Edward Lloyd Same address Manager</i>							
Dated <i>25th January 1902.</i>							

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