

REPORT ON MACHINERY

No. 26459

TUE. JUN. 1-1915

Received at London Office

(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) **J.L.C.D.**

Official Number.	Name of Ship.	No., Date, and Port of Registry.
139023.	"Shennymoor."	203/1915 London
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.
British	Steam Ship Screw	Sunderland.
		When Built.
		1915
		Name and Address of Builders.
		John Blumers & Co. North Dock Sunderland.
Number of Decks	Two	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post
Number of Masts	Two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel
Rigged	Fore and Aft	Main breadth to outside of plank
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships
Build	Blincher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards
Galleries	None	Depth from top of beam amidships to top of keel
Head	Straight	Depth from top of deck at side amidships to bottom of keel
Framework and description of vessel	Steel	Round of beam
Number of Bulkheads	Cargo vessel	Length of engine room, if any
Number of water ballast tanks, and their capacity in tons	Six : 843 Tons	

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel } 6343 Tons. Ditto per inch immersion at same depth } 32.35 Tons.

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. No. and Diameter of Cylinders in each set.	Length of Stroke.	Rotary Engines. No. of Cylinders in each set.	N. H. P. I. H. P. Speed of Ship.
One	Reciprocating: 2i compound Direct acting Inverted cylinder	Engines.	Engines.	Engines.	Three			363
		4	4	John Dickinson & Sons, Ltd.	25"	45"	✓	1660
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers.				
One	Description: 6-tubular Number: 2 Iron or Steel: Plate Loaded Pressure: 180 lbs	British	1915	Sunderland	42"	68"		10 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	3810.54	On account of space required for propelling power	1277.49
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		Officers, Engineers & Crew	119.56
Bridge space			
Poop or Break			
Side Houses			
Deck Houses	124.98		
Chart House			
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894	24.60	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—	
Excess of Hatchways	32.04	Cubic Metres	
Gross Tonnage	3992.16	Master's Accommodation 12.00	
Deductions, as per Contra	1448.38	Boys' Stairs 19.27	
Registered Tonnage	2543.78	Chart Space 4.05	
		Water Ballast Space 16.01	
		Total	51.33
			1448.38

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 497.31 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 70.73 tons.

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

Nil

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.	
Moor Line Limited — SIXTY-FOUR-SHARES —	
Pilgrim Street Newcastle-on-Tyne.	
Manager:— Sir, Walter Runciman Bart	
(of same address).	
Dated 15 th May 1915	