

(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)

Official Number.	Name of Ship.	No., Date, and Port of Registry.			
130 181	P a i g n t o n	1911. Dartmouth			
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.	When Built.	Name and Address of Builders.	
British	Steam Screw	Sunderland	1911.	Messrs. J. 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	280	Feet.	Tenths.
Number of Masts	Two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	279	25	
Rigged	Schooner	Main breadth to outside of plank	40	5	
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships	18	5	
Build	clinker	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	21	55	
Head	straight	Depth from top of deck at side amidships to bottom of keel	20	92	
Framework and description of vessel	Steel. Cargo vessel	Round of beam	-	81	
Number of Bulkheads	Four	Length of engine room if any	42	1	
Number of water ballast tanks, and their capacity in tons	Six 745 Tons				

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel 3860 Tons. Ditto per inch immersion at same depth 23 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 tri compound Direct Acting	Engines.	Engines.	Engines. John Dickinson & Sons Ltd. Sunderland.	Three 21"	39"		218 1000
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers. John Dickinson & Sons Ltd. Sunderland.	34"			9 1/2 knots.
One.	Description Multipotubular Number 420 Iron or Steel Steel Loaded Pressure 150 lbs.	British	1911	John Dickinson & Sons Ltd. Sunderland.	56"			

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	1769.31	On account of space required for propelling power	642.93
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 Tank	36.62	These spaces are the following, viz.:-	
Forecastle	2.35	Seamen, Firemen etc. 37.72	74.83
Bridge space (House, In)	55.58	Engs. Officeis etc. 37.11	
Poop or Break		Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:-	
Side Houses	25.76	Master's Accommodation 6.70	
Deck Houses	8.73	Cubic Metres Boatswain's Store 19.69	123.62
Chart Houses		Chart Space 8.73	
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		Water Ballast Spaces 88.50	
Excess of Hatchways	110.81	Total	841.38
Gross Tonnage	2009.16		
Deductions, as per Contra	841.38		
Registered Tonnage	1167.78		

NOTE. The only spaces above the Upper Deck not included in the cubical contents forming the Ship's registered tonnage are :-

Bridge 254'0 87.54 Tons.

NOTE 1- The tonnage of the total engine room spaces is 261.81 tons and the tonnage of the total spaces above the upper deck for machinery is 66.85 Tons.

Name of Master	A. Smith	Certificate of { Service No. Competency No.	
No. of Owners			
Name, Residence, and Description of Managing Owner if there are more owners than one.	Thomas Wilton, of Hawarden, Dartmouth	Sixty four (64) Shares	
	in the County of Devon. Shipowner		
Dated	12th October 1911.		

