

(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)

JNPL

Official Number.	Name of Ship.	No., Date, and Port of Registry.
139306	"Magrise"	30 1916. Hull
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	Steamship Single Screw	Selby
When Built.	Name and Address of Builders.	
1916	Cochrane & Sons Ltd. Selby.	
Number of Decks	One	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post
Number of Masts	Three	Length at quarter of depth from top of weather deck at side amidships to bottom of keel
Rigged	Schooner	Main breadth to outside of plank
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships
Build	Clench	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
Head		Depth from top of deck at side amidships to bottom of keel
Framework and description of vessel	Steel cargo vessel	Round of beam
Number of Bulkheads	Three	Length of engine room, if any
Number of water ballast tanks, and their capacity in tons	Two 40 tons	

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel ... Tons. Ditto per inch immersion at same depth ... 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	Triple expansion direct acting inverted cylinders	Engines. British	Engines. 1900	Hall Russell & Co. Aberdeen. Drypool Eng. Co. Ltd. Hull.	Three 10 7/16"	21"		54
No. of Shafts.	Particulars of Boilers. Description: Multitubular Number: One Iron or Steel: Steel Loaded Pressure: 180 lbs.	Boilers. British	Boilers. 1916	Riley Bros. Stockton-on-Tees	18 3/8"			285
One		British	1916	Stockton-on-Tees	31 1/2"			8 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	219.89	On account of space required for propelling power	143.68
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	12.62	These spaces are the following, viz.:—	
Forecastle	11.28	Part sunk forecastle:	22.54
Bridge space	46.96	Bridge: Round House aft.	
Deck or Break	5.56	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—	
Side Houses		Cubic Metres	
Deck Houses		Masters Accom. 4.74	23.84
Chart House		Boats Store 6.28	
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		Water Ballast spaces 12.82	
Excess of Hatchways	18.16	Total	190.09
Gross Tonnage	314.47		
Deductions, as per Contra	190.09		
Registered Tonnage	124.38		

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 85.54 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 18.64 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.

M. O. Robert Nise
John Robert Nise
Ernest Bertie Nise
Herbert Dobson Nise
all of 180, High Street, in
the city and county of
Kingston-upon-Hull, Shipowners.

Shares

16 (each
16 sixteen)
16
64 Total

Dated 17th November, 1916.