

(LLOYD'S REGISTER.)

G.R. 130
Lloyd's Register.

VESSELS OF 100 TONS AND UPWARDS.

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.Q.R.M.

Official Number.	Name of Ship.	No., Date, and Port of Registry.
147,646.	Ashtree.	111 in 1924 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.	When Built.	Name and Address of Builders.
British	Steam Ship Single Screw.	Stockton-on-Tees	1924	Craig Taylor & Co. Ltd., Stockton-on-Tees.
Number of Decks	One	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	Feet.	Tenths
Number of Masts	Two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	244	0
Rigged	Schooner	Main breadth to outside of plank	244	0
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships	36	8
Build	Clincher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	15	8.5
Galleries	None	Depth from top of beam amidships to top of keel	22	4
Head	None	Depth from top of deck at side amidships to bottom of keel	21	8
Framework and description of vessel	Steel, Cargo	Round of beam	40	7.5
Number of Bulkheads	Four	Length of engine room, if any		0
Number of water ballast tanks, and their capacity in tons	Seven-633 Tons			

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel } 3305 Tons. Ditto per inch immersion at same depth } 18.2 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.		Rotary Engines.	N. H. P. B.H.P. I. H. P. Speed of Ship.
					No. and Diameter of Cylinders in each set.	Length of Stroke.		
One	Tri-compound Inverted Cylinders	British	1924	North Eastern Marine Engineering Co. Ltd. Sunderland.	Three 19"	36"	-----	189
One	Cylindrical Multitubular	British	1924		31"			1150
	Number Two				51"			10 1/4 Knots
	Iron or Steel Steel							
	Loaded Pressure 180 lbs.							

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No. of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.
Under Tonnage Deck		1150.90	On account of space required for propelling power		611.31
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		72.68
Expansion Trunk or Trunk		.14	These spaces are the following, viz.:-		
Forecastle		27.64	Forecastle		
Bridge space		24.55	Bridge		
Peep or Break		167.91	Round House		
Side Houses		33.88	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—		
Round Deck Houses		4.09	Masters Accommodation	5.28	78.76
Chart House			Boatswain's Store	4.42	
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		47.60	Chart Space	4.09	
Excess of Hatchways		104.53	Water Ballast F.P.T.	32.83	
Gross Tonnage		1561.24	A.P.T.	32.14	762.75
Deductions, as per Contra		762.75	Total		
Register Tonnage		798.49			

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 301.72 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 47.60 tons.

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

After end of forecastle, length (1.9') - 5.76 Tons
(2.0')

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.	
The Tree Steamship Company Limited Imperial Buildings, Docks, Cardiff.	Ivor Howard-Jones, same address, Manager.
Sixty-four Shares.	
Dated 6th May, 1924.	

