

# (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.
144833	Edenside	4/1921 Sunderland

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	Pelaw Main-on-Tyne	1921	J & D. Morris Ltd., Pelaw Main-on-Tyne.

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 ...	Three	Length at quarter of depth from top of weather deck at side amidships to bottom of keel ...	135	2
Rigged ...	Schooner	Main breadth to outside of plank ...	135	1
Stern ...	Elliptical	Depth in hold from tonnage deck to ceiling at midships ...	23	65
Build ...	Clincher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards ...	10	05
Galleries ...	none	Depth from top of beam amidships to top of keel ...	11	5
Head ...	none	Depth from top of deck at side amidships to bottom of keel	11	08
Framework and description of vessel ...	Steel cargo	Round of beam ...	-	5
Number of Bulkheads ...	Three	Length of engine room, if any ...	28	7
Number of water ballast tanks, and their capacity in tons ...	2 = 37 Tons			

### PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel ...	555	Tons.	Ditto per inch immersion at same depth ...	6.24	Tons.
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### 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. L. H. P. Speed of Ship.
					No. and Diameter of Cylinders in each set.	Length of Stroke.	No. of Cylinders in each set.	
One	Reciprocating compound	British	1921	G. T. Grey & Co., Ltd. South Shields.	Two	17"		48
One	Cyl. Multitubular	British	1921	Palmers S. & I Co., Ltd., Hebburn-on-Tyne	34"	24"		380
One	Steel	British						8 1/2 knots

### PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck ...		264.33	On account of space required for propelling power	162.51
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 ...		10.94		
Bridge space ...		10.35	Crew space &c.	28.87
Coop or Break ...		29.89		
Side Houses ...		10.86		
Deck Houses ...			Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows: -	
Chart House ...		18.67		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894 ...			Cubic Metres	
Excess of Hatchways ...		21.38	Masters accomn. = 2.84	
Gross Tonnage ...		366.42	Bosn's Store = 1.42	
Deductions, as per Contra ...		218.69	Chart Space = 2.77	
Registered Tonnage ...		147.73	Water Ballast spaces = 20.28	27.31
			Total ...	218.69

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 74.19 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 20.50 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.
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No. of Owners

Name, Residence, and Description of Managing Owner if there are more owners than one.

The Wear Steam Shipping Company (1917) Limited  
38, West Sunnyside, Sunderland,  
Co. Durham.

Thomas Rose, Same address.

64 shares.

Dated 18th May, 1921.

