

(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)

Table with 3 columns: Official Number (149,937), Name of Ship (Swazi), No., Date, and Port of Registry (210 in 1927 London).

No., Date, and Port of Previous Registry (if any).

Table with 5 columns: Whether British or Foreign Built (British), Whether a Sailing or Steam Ship (Steam ship single screw), Where Built (Northwich), When Built (1927), Name and Address of Builders (W.J. Yarwood & Sons Ltd. Northwich).

Table with 5 columns: Number of Decks (One), Number of Masts (One), Rigged (Not), Stern (Elliptical Clincher), Build (Steel Cargo), Galleries (Three), Head (Two-55 Tons), Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post (99 Feet, 8 Tenths), Length at quarter of depth from top of weather deck at side amidships to bottom of keel (99 Feet), Main breadth to outside of plank (22 Feet, 4 Tenths), Depth in hold from tonnage deck to ceiling at midships (9 Feet, 8 Tenths), Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards (-), Depth from top of beam amidships to top of keel (11 Feet), Depth from top of deck at side amidships to bottom of keel (10 Feet, 5.7 Tenths), Round of beam (-, 4.5 Tenths), Length of engine room, if any (25 Feet, 5 Tenths).

PARTICULARS OF DISPLACEMENT.

Table with 2 columns: Total to quarter the depth from weather deck at side amidships to bottom of keel (385 Tons), Ditto per inch immersion at same depth (4.56 Tons).

PARTICULARS OF PROPELLING ENGINES, &c. (if any).

Table with 8 columns: No. of sets of Engines (One), Description of Engines (Vertical Compound Condensing), Whether British or Foreign made (British), When made (1927), Name and address of makers (W.J. Yarwood & Sons Ltd. Northwich), Reciprocating Engines (No. and Diameter of Cylinders in each set: 13 1/2", Length of Stroke: 22"), Rotary Engines (No. of Cylinders in each set: -), N. H. P. (30.3), B. H. P. (240), I. H. P. (280), Speed of Ship (8 1/2 knots).

PARTICULARS OF TONNAGE.

Table with 4 columns: GROSS TONNAGE (Under Tonnage Deck: 177.80, Space or spaces between Decks: 8.35, Turret or Trunk: 17.38, Forecastle: 10.37, Bridge space: 7.31, Poop or Break: 16.51, Side Houses: 237.72, Deck Houses: 132.67, Chart House: 105.05, Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894: 7.31, Excess of Hatchways: 16.51), No. of Tons, DEDUCTIONS ALLOWED (On account of space required for propelling power: 91.58, 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: 20.38, These spaces are the following, viz.:— Forecastle & Round Houses (Number of seamen or apprentices for whom accommodation is certified) 11, Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:— Masters accommodation (2.90), Cubic Metres Water Ballast (20.71), Spaces (17.81)), No. of Tons (Total: 132.67).

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 45.02 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 8.36 tons.

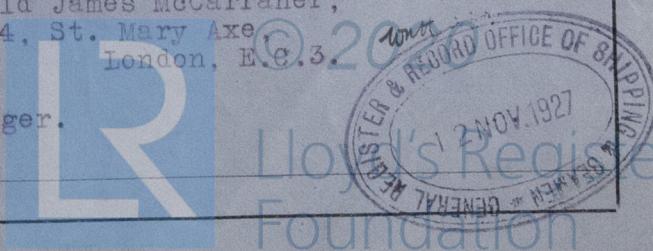
NOTE 2.—The undermentioned spaces above the Upper Deck are not included in the cubical contents forming the ship's register tonnage.

Nil

Table with 2 columns: Name of Master (Dugald Macdonald), Certificate of Service (No. 006980) and Competency (No. -).

Table with 2 columns: No. of Owners (The British & South American Steam Navigation Company Limited, 4, St. Mary Axe, London. Shares. Sixty-four.), Name, Residence, and Description of Managing Owner if there are more owners than one (Harold James McCarragher, 4, St. Mary Axe, London, E.C.3. Manager.).

Dated 27th October 1927.



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