

(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) J. F. B. G

Official Number.	Name of Ship.	No., Date, and Port of Registry.	
135,551.	Broadgreen.	21/1914, Liverpool.	
No., Date, and Port of Previous Registry (if any). <u>New Vessel.</u>			
Whether British or Foreign Built.	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled.	Where Built.	When Built.
British.	Steam Single Screw.	Paisley.	1914.
		Name and Address of Builders.	
		John Fullerton & Co., Paisley.	
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. 175 Tenths 2
Number of Masts	Three	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	175 -
Rigged	Schooner	Main breadth to outside of plank	28 1
Stern	Round	Depth in hold from tonnage deck to ceiling at midships	10 4.5
Build	Blender	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	13 5.8
Galleries	None	Depth from top of beam amidships to top of keel	13 5
Head	None	Round of beam	35 5.8
Framework and description of vessel	Steel Barge Vessel.	Length of engine room, if any	7
Number of Bulkheads	Three		
Number of water ballast tanks and their capacity in tons	Three 232 Tons Total		

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel } 975 Tons. Ditto per inch immersion at same depth } 10 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. I. H. P. Speed of Ship.
					No. and Diameter of Cylinders in each set.	Length of Stroke.		
One	Reciprocating triple expansion Direct Acting Inverted Cylinders	Engines.	Engines.	Engines.	Three			90
					14"	27"		600.
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers.				10 Knots.
One	Water Tube	British	1914	Ross & Duncan Govan.	24"			
	Number of Boilers				40"			
	Iron or Steel							
	Loaded Pressure							

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck		414.27	On account of space required for propelling power	276.89
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	46.27
Turret or Trunk			These spaces are the following, viz.:-	
Forecastle and Side Houses		22.77	Lower Forecastle, Bridge & Round House	
Bridge space		14.37		
Poop or Break		88.05		
Side Houses		11.43		
Deck Houses		3.11		
Chart House				
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		23.44	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:-	
Excess of Hatchways		44.07	Cubic Metres	
Gross Tonnage		621.51	Master 4.18	34.46
Deductions, as per Contra		357.62	Born's Stores 1.99	
Registered Tonnage		263.89	Chart Space 3.11	
			W.B. Spaces 25.18	
			Total	357.62

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 134.78 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 26.10 tons.

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

Under Forecastle 29.1 = 9.25 Tons
2 1.85 = 3.14

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.	
West Lancashire Steamship Company Limited, having its principal place of business at 14, Water Street, Liverpool. Sixty four shares. Manager: - Alfred Rowland of same address.	
Dated 20th February, 1914	