

(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. B. R.*

| | | | | | |
|---|--|--------------------------------------|-----------------------------|--|--|
| Official Number. <i>135357</i> | | Name of Ship. <i>Linnere</i> | | No., Date, and Port of Registry. <i>2/1913. Manchester.</i> | |
| No., Date, and Port of Previous Registry (if any). | | | | | |
| Whether British or Foreign Built. <i>British</i> | Whether a Sailing or Steam Ship; and if a Steam Ship how propelled. <i>Steamship Single screw</i> | Where Built. <i>Port Glasgow.</i> | When Built. <i>1913.</i> | Name and Address of Builders. <i>Messrs. Sturdoch & Murray Ltd. Port Glasgow.</i> | |
| Number of Decks <i>One & Shelter</i> | Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post ... | Feet. <i>265</i> | | Tenths. <i>5</i> | |
| Number of Masts <i>Two</i> | Length at quarter of depth from top of weather deck at side amidships to bottom of keel ... | Feet. <i>265</i> | | Tenths. <i>5</i> | |
| Rigged ... <i>Schooner</i> | Main breadth to outside of plank ... | Feet. <i>38</i> | | Tenths. <i>6.5</i> | |
| Stern ... <i>Elliptical</i> | Depth in hold from tonnage deck to ceiling at midships ... | Feet. <i>16</i> | | Tenths. <i>7.5</i> | |
| Build ... <i>Clunker</i> | Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards ... | Feet. <i>19</i> | | Tenths. <i>6.8</i> | |
| Galleries ... <i>None</i> | Depth from top of beam amidships to top of keel ... | Feet. <i>19</i> | | Tenths. <i>0</i> | |
| Head ... <i>None</i> | Depth from top of deck at side amidships to bottom of keel ... | Feet. <i>19</i> | | Tenths. <i>8.1</i> | |
| Framework and description of vessel ... <i>steel</i> | Round of beam ... | Feet. <i>41</i> | | Tenths. <i>1</i> | |
| Number of Bulkheads ... <i>five</i> | Length of engine room, if any ... | | | | |
| Number of water ballast tanks, and their capacity in tons ... <i>Six 450 Tons.</i> | | | | | |

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel ... *3020* Tons. Ditto per inch immersion at same depth ... *19.4* 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. |
|-------------------------|-------------------------|----------------------------------|-----------------|--|--|-------------------|--|----------------------------------|
| <i>One</i> | <i>Triple expansion</i> | <i>Engines.</i> | <i>Engines.</i> | <i>Engines.</i> | <i>Three.</i> | <i>36"</i> | | <i>146</i> |
| No. of Shafts. | Particulars of Boilers. | Boilers. | Boilers. | Boilers. | No. and Diameter of Cylinders in each set. | Length of Stroke. | No. of Cylinders in each set. | N. H. P. I. H. P. Speed of Ship. |
| <i>One</i> | <i>Vertical tubular</i> | <i>British</i> | <i>1913</i> | <i>Wm. & Houston Ltd. Glasgow.</i> | <i>19 1/2"</i> | <i>33"</i> | | <i>1200</i> |
| | Description of Boilers. | | | | | | | |
| | Number of Boilers. | | | | | | | |
| | Iron or Steel | | | | | | | |
| | Loaded Pressure | | | | | | | |
| | | | | | | | | <i>10 knots</i> |

PARTICULARS OF TONNAGE.

| GROSS TONNAGE. | | No. of Tons. | DEDUCTIONS ALLOWED. | | No. of Tons. |
|---|--|----------------|--|--|---------------|
| Under Tonnage Deck ... | | <i>1325.31</i> | On account of space required for propelling power | | <i>602.93</i> |
| Space or spaces between Decks... | | <i>20.12</i> | 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 | | <i>85.82</i> |
| Turret or Trunk ... | | <i>46.70</i> | These spaces are the following, viz.:- | | |
| Forecastle ... | | <i>19.50</i> | <i>Poop, Side Houses & Round Houses on Bldg.</i> | | |
| Bridge space ... | | <i>81.10</i> | Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:- | | |
| Poop or Break ... | | <i>85.70</i> | <i>Master's Room 5.93</i> | | |
| Side Houses ... | | <i>20</i> | <i>Cubic Metres Bosn's Store 15.79</i> | | <i>37.22</i> |
| Deck Houses ... | | <i>1578.63</i> | <i>WPB Spaces 15.50</i> | | |
| Chart House ... | | <i>4467.52</i> | Total ... | | <i>425.97</i> |
| Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894 ... | | <i>725.97</i> | | | |
| Excess of Hatchways ... | | <i>852.66</i> | | | |
| Gross Tonnage ... | | <i>2413.02</i> | | | |
| Deductions, as per Contra ... | | | | | |
| Registered Tonnage ... | | | | | |

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is *258.83* tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is *90.80* tons.

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

Part I Open Space between upper & Shelter Deck. 217.2 ft. long = 540.83 Tons.
Less Proj. Side Houses, Boiler casing, Engine casing, Recess under saddle, Discharge? 68.39
Value Recess & Hatchways 0.6
Part II Open Space between Upper & Shelter Deck 4.0 ft. long = 9.48 Tons.
add Recess. 0.6
10.14

| | |
|---|--|
| 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. | |
| <i>The Watson Steamship Company Limited</i> | |
| <i>Having its principal place of business at 108, Deansgate, in the City of Manchester.</i> | |
| <i>Manager. Herbert John Watson of same address.</i> | |
| Dated | <i>6th March, 1913.</i> |