

(LLOYD'S REGISTER.)

VESSELS OF 100 TONS AND UPWARDS.

G.R. 130.
Lloyd's Register.

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, and Letters (if any)

Official Number.	Name of Ship.	No., Date, and Port of Registry.
62 194.	Limpopo	53/1930 Hull.

Name and Port of Previous Registry (if any).							
Whether British or Foreign Built.	Whether a Sailing Steam, or Motor Ship, if Steam or Motor Ship how propelled.	Where Built.	When Built.	Name and Address of Builders.			
British	Steam Ship Twin Screw.	Hull	1930	Charles Shipbuilding and Engineering Company Limited, Hull.			
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				170	2	
Form of Mast ...	Schooner				Length at quarter of depth from top of weather deck at side amidships to bottom of keel	30	2
Form of Mast ...	Elliptical						
Form of Mast ...	Clencher						
Form of Mast ...	None	Main breadth to outside of plank plating	9	7			
Form of Mast ...	Straight Stem						
Work and description of ...	Steel Cargo Vessel	Depth in hold from tonnage deck to ceiling at midships ...					
Number of Bulkheads ...	Four	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards					
Number of water ballast tanks, and their capacity in tons	Two - 36 Tons.	Depth from top of beam amidships to top of keel					
		Depth from top of deck at side amidships to bottom of keel					
		Round of beam	34	6.3			
		Length of engine room, if any	8	8			

PARTICULARS OF DISPLACEMENT.

Quarter the depth from weather deck at side amidships to bottom of keel	860	Tons.	Ditto per inch immersion at same depth	9.39	Tons.
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PARTICULARS OF PROPELLING ENGINES, &c. (if any).

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.		
Reciprocating Steam Triple Expansion Vertical.	British	1930	Charles Shipbuilding & Engineering Co., Ltd., Hull.	Three	18"		N. H. P. 92½ I. H. P. 700
Particulars of Boilers. Description: Single Ended Multitubular Number: Two Iron or Steel: Steel Loaded Pressure: 180 lbs.	British	1930	Charles Shipbuilding & Engineering Co., Ltd., Hull.	11½"	18"		10½ knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Tonnage Deck	370.62	On account of space required for propelling power	305.71
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	
Trunk	22.69	These spaces are the following, viz.:— Forecastle & Poop (Number of Seamen or Apprentices for whom accommodation is certified)	28.81
Break	181.50		
Decks	7.99		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act,	59.28	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—	
Spaces of Hatchways	4.81	Masters Accommodation 5.68 Boatswains Store 10.00 Water Ballast Spaces 10.85	26.53
Gross Tonnage	646.89	Cubic Metres	
Tonnage as per Contra	361.05	1830.70	
Register Tonnage	285.84	1021.77	
		808.93	
		Total	361.05

The tonnage of the engine room spaces below the Upper Deck is 116.25 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 67.77 tons.

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

None.

Name of Master	Certificate of { Service No. Competency No.
Owners	
Residence, and Description of Managing Owner if there are more owners than one.	
Charles Shipbuilding and Engineering Company Limited, Hedon Road, Kingston-upon-Hull.	Sixty-four 64 Shares.
Whytock, same address-Manager.	

Dated 15th August, 1930.

