

(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 Shipping. Signal Letters (if any) G.Z.F.N.

Table with 3 columns: Official Number (165,348), Name of Ship (Taron), No., Date, and Port of Registry (245 in 1936 London).

No., Date, and Port of Previous Registry (if any). Purchased from Sarawak as "Taron"

Table with 5 columns: Whether British or Foreign Built, Whether a Sailing, Steam, or Motor Ship, Where Built (Hamburg), When Built (1936), Name and Address of Builders (Deutsche Werft A.G. Hamburg). Includes details on decks, masts, rigging, and hull structure.

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel 15087 Tons. Ditto per inch immersion at same depth 55.6 Tons.

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

Table with 8 columns: 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., B. H. P., I. H. P., Speed of Ship. Details include Diesel engines and Scotch boilers.

PARTICULARS OF TONNAGE.

Table with 4 columns: GROSS TONNAGE, No. of Tons, DEDUCTIONS ALLOWED, No. of Tons. Lists various deductions like space for propelling power, crew quarters, and accommodation.

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 843.49 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 242.23 tons.

NOTE 2.—The undermentioned spaces above the Upper Deck are not included in the cubical contents forming the ship's register tonnage. Bridge Length 47' = 130.37 tons.

Table with 2 columns: Name of Master, Certificate of Service/Competency. Includes No. of Owners and Name, Residence, and Description of Managing Owner.

The Anglo-Saxon Petroleum Company Limited, St. Helens Court, Leadenhall Street, London. Shares: - Sixty-four. Dated 21st November 1936.

Andrew Agnew of same address -Manager-



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