

(LLOYDS REGISTER.)

G. R. 130
Lloyds.

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) H.D.V.N.

Official Number.		Name of Ship.		No., Date, and Port of Registry.			
121,272.		"Bessie Dollar"		⁹⁵ / _{1905.} Glasgow.			
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.	Name and Address of Builders.			
British	Steam Ship; Screw.	Port Glasgow.	1905.	A. Rodger & Co Port Glasgow.			
Number of Decks	Two	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	Four	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	369	7			
Rigged	Fore Aft Schooner	Main breadth to outside of plank	369	7			
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships	50	7			
Build	Clincher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	26	7			
Galleries	None	Depth from top of beam amidships to top of keel	30	25			
Head	None	Depth from top of deck at side amidships to bottom of keel	29	46			
Framework and description of vessel	Steel.	Round of beam	47	99			
Number of Bulkheads	Five	Length of engine room (if any)	47	9			
Number of water ballast tanks and their capacity in tons	Five in Double Bottom & Fore & Aft Peaks						
PARTICULARS OF DISPLACEMENT.							
Total to quarter the depth from weather deck } at side amidships to bottom of keel ... }			92.19 tons	Ditto per inch immersion at same } depth ... } 37.3 tons.			
PARTICULARS OF ENGINES (if any).							
No. of Engines.	Description.	Whether British or Foreign made.	When made.	Name and Address of Makers.	No. of and Diameter of Cylinders.	Length of Stroke.	N. H. P. I. H. P. Speed of Ship.
One Set.	Triple Expansion Inverted Cylinder Engines.	British	Engines.	a. Rodger & Co Govan	Three	25 1/2"	244
	Boilers.		Boilers.	a. F. Craig & Co Paisley.	42"	48"	2000
	Number..... Three						10 Knots.
	Iron or Steel..... Steel						
	Pressure when loaded 180 lbs						
PARTICULARS OF TONNAGE.							
GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.		
Under Tonnage Deck		4078.57	On account of space required for propelling power		1385.34		
Closed-in spaces above the Tonnage Deck, if any			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				
Space or spaces between Decks			These spaces are the following, viz.:—				
Poop		61.09	Upper Forecastle House.		119.43		
Forecastle House		89.09	House on Bridge				
Round House A.		34.46	Deductions under Section 79 of the Merchant Shipping Act, 1894, as follows:—				
Other closed-in spaces, if any, as follows:—			Cubic Metres				
Excess of Hatchways		65.98	Boatswain's Store 17.77		26.91		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894, if required.		4329.19	Master's Room 4.53				
		1531.68	Chart House. 4.61				
Gross Tonnage		4329.19	Total Deductions		1531.68		
Deductions, as per Contra		1531.68					
Registered Tonnage		2797.51					
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.							
James Hunter Hutchison, of Port Glasgow, in the County of Renfrew, Shipbuilder. Sixty four (64)							
Robert Dollar, of Victoria, British Columbia. Manager.							
Note. The only spaces above the upper Deck not included in the cubical contents forming the ship's registered tonnage are:—							
Open Bridge Space 97.6 feet long = 356.64 } = 365.80 } = 304.68 Tons.							
Recess " " " " = 9.16 } = 365.80 } = 304.68 Tons.							
Less Boiler Engine casing, Hatchways Baths & C. = 61.12 } = 198.04 Tons.							
Dated Glasgow. 16 Nov. 1905.							

