

No particulars of this vessel should be published in any form m. 8396/1916.

(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)

Table with 3 columns: Official Number (142314), Name of Ship ("Nichorol"), No., Date, and Port of Registry (45 in 1910 London)

No., Date, and Port of Previous Registry (if any)

Table with 5 columns: Whether British or Foreign Built (British), Whether a Sailing or Steam Ship (Steam Ship Single Screw), Where Built (Dumbarton), When Built (1910), Name and Address of Builders (J. & M. McMillan & Son Ltd. Dumbarton)

Table with 5 columns: Number of Decks (One), Number of Masts (One), Rigged (One Pole Mast), Stern (Elliptical), Build (Clinker), Galleries (None), Head (Straight), Framework and description of vessel (Steel), Number of Bulkheads (Twelve), Number of water ballast tanks (Six), Length from fore part of stem to aft side of the head of the stern post (210 feet 2 tenths), Length at quarter of depth from top of weather deck at side amidships to bottom of keel (210 feet), Main breadth to outside of plank (34 feet 7 tenths), Depth in hold from tonnage deck to ceiling at midships (16 feet 6.5 tenths), Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards (-), Depth from top of beam amidships to top of keel (17 feet 2.5 tenths), Depth from top of deck at side amidships to bottom of keel (16 feet 6.7 tenths), Round of beam (-), Length of engine room, if any (51 feet 1 tenth)

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel... 1903 Tons. Ditto per inch immersion at same depth... 14.50 Tons.

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

Table with 8 columns: No. of sets of Engines (One), Description of Engines (Triple expansion direct acting inverted), Whether British or Foreign made (British), When made (1917), Name and address of makers (John Kincaid & Co. Ltd. Greenock), Reciprocating Engines (Three 15" x 25 1/2" x 41"), Rotary Engines (-), N. H. P. (85.2), I. H. P. (400), Speed of Ship (9 knots)

PARTICULARS OF TONNAGE.

Table with 4 columns: GROSS TONNAGE (Under Tonnage Deck 858.03, Space or spaces between Decks 78.73, Forecastle 78.65, Bridge space 80.84, Poop or Break 9.02, Side Houses 4.65, Deck Houses 66.02, Chart House, Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894, Excess of Hatchways), DEDUCTIONS ALLOWED (On account of space required for propelling power 448.77, 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, These spaces are the following, viz.:-- Forecastle, Round House & Poop 46.49, Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:-- Cubic Metres: Master's Cabin 4.96, Boatwain's Store 11.46, Pump Room forward 5.88, " aft 69.05, Chart House 4.65, Water Ballast Spaces 19.35, Deep Tank 54.72, Total 255.52), No. of Tons (448.77, 198.89, 724.45)

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 200.23 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 67.46 tons.

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

Nil.

Table with 2 columns: Name of Master, Certificate of Service and Competency

No. of Owners

Name, Residence, and Description of Managing Owner if there are more owners than one.

His Majesty represented by the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, London. Sixty four Shares.

The Secretary of the Admiralty, Whitehall, London, designated manager.

Dated 25th February, 1918.