

# (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.B.P.T.*

|  |  |   |                            |   |  |
|--|--|---|----------------------------|---|--|
| Official Number.<br><i>119694</i>  |  | Name of Ship.<br><i>"Mamari"</i>  |                            | No., Date, and Port of Registry.<br><i>24 1904 Southampton</i>            |  |
| No., Date, and Port of Previous Registry (if any). <i>New vessel</i>                             |  |   |                            |   |  |
| Whether British or Foreign Built.<br><i>British</i>  | Whether a Sailing or Steam Ship; and if a Steam Ship how propelled.<br><i>Steam Twin Screw</i> | Where Built.<br><i>Belfast</i>  | When Built.<br><i>1904</i> | Name and Address of Builders.<br><i>Harland &amp; Wolff Ltd. Belfast.</i> |  |
| Number of Decks<br><i>Two + shelter deck</i>   | Number of Masts<br><i>Two</i>  | Rigged<br><i>Schooner</i>   | Stern<br><i>Elliptical</i> | Build<br><i>Blucher</i>   | Galleries<br><i>-</i>  |
| Head<br><i>-</i>   |  | Framework and description of vessel<br><i>Steel</i>                                     |                            | Number of Bulkheads<br><i>Seven</i>                                       | Number of water ballast tanks and their capacity in tons<br><i>Eight 1343 tons</i> |
| Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post |  | Length at quarter of depth from top of weather deck at side amidships to bottom of keel |                            | Main breadth to outside of plate tank                                     |  |
| 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   |                            | Depth from top of deck at side amidships to bottom of keel                |  |
| Round of beam  |  | Length of engine room (if any)  |                            |   |  |
| Feet.<br><i>455</i>  |  | Tenths.<br><i>4</i>   |                            |   |  |
| Feet.<br><i>454</i>  |  | Tenths.<br><i>6</i>   |                            |   |  |
| Feet.<br><i>56</i>   |  | Tenths.<br><i>4</i>   |                            |   |  |
| Feet.<br><i>30</i>   |  | Tenths.<br><i>6</i>   |                            |   |  |
| Feet.<br><i>34</i>   |  | Tenths.<br><i>9</i>   |                            |   |  |
| Feet.<br><i>34</i>   |  | Tenths.<br><i>4</i>   |                            |   |  |
| Feet.<br><i>1</i>  |  | Tenths.<br><i>-</i>   |                            |   |  |
| Feet.<br><i>85</i>   |  | Tenths.<br><i>4</i>   |                            |   |  |

### PARTICULARS OF DISPLACEMENT.

|  |                    |  |                   |
|--|--------------------|--|-------------------|
| Total to quarter the depth from weather deck at side amidships to bottom of keel | <i>14180 tons.</i> | Ditto per inch immersion at same depth | <i>50.4 tons.</i> |
|--|--------------------|--|-------------------|

### 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. |
|-----------------|--|----------------------------------|-------------------------------------|---|--|-------------------|----------------------------------|
| <i>Two sets</i> | <i>Engines. Quadruple expansion Direct acting Vertical Inverted cylinders. Circular Boilers Multitubular. Number 4. Iron or Steel. Pressure when loaded 245 lbs.</i> | <i>British</i>                   | <i>Engines. 1904. Boilers. 1904</i> | <i>Harland &amp; Wolff Ltd. Belfast</i> | <i>Eight 2 - 21" 2 - 30" 2 - 43 1/2" 2 - 62"</i> | <i>48"</i>        | <i>808 4000 12 1/2 knots</i>     |

### PARTICULARS OF TONNAGE.

| GROSS TONNAGE.  |  | No of Tons.    | DEDUCTIONS ALLOWED.  | No. of Tons.   |
|---|--|----------------|--|----------------|
| Under Tonnage Deck  |  | <i>6130.43</i> | On account of space required for propelling power  | <i>2140.60</i> |
| 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  |  | <i>52.22</i>   | <i>Officers' &amp; Crew's Quarters</i>   | <i>202.31</i>  |
| Forecastle  |  | <i>184.64</i>  | Deductions under Section 79 of the Merchant Shipping Act, 1894, as follows:-   |                |
| Round House   |  | <i>299.65</i>  | <i>Captain's Room 4.66</i>   |                |
| Other closed-in spaces, if any, as follows:-  |  |                | <i>Navigating Room 3.43</i>  | <i>60.14</i>   |
| <i>Side Houses</i>  |  | <i>19.14</i>   | <i>Chart Room 3.19</i>   |                |
| Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894, if required. |  |                | <i>Boon's Store 45.56</i>  |                |
| Gross Tonnage   |  | <i>6689.38</i> | Cubic Metres   |                |
| Deductions, as per Contra   |  | <i>2403.05</i> |  |                |
| Registered Tonnage  |  | <i>4286.33</i> | Total Deductions   | <i>2403.05</i> |

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.  
*Shaw Savill & Albion Co. Ltd. 32 shares.*  
*Head Office :- 34 Leadenhall Street, London, E.C.6.*  
*Oceanic Steam Navigation Co. Ltd. 32 shares.*  
*Head Office :- 30 James Street, Liverpool, in the County of Lancaster.*  
*Captain John M. Kirby of 34 Leadenhall Street, London, E.C.6. Manager.*

Dated *28th November 1904*

