

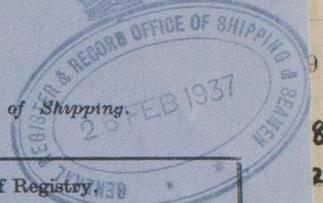
CLASS CONTEMPLATED.

G.R. 130

(LLOYD'S REGISTER.)

VESSELS OF 100 TONS AND UPWARDS.

27 FEB 1937



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.L.F.

Official Number. <u>165407</u>	Name of Ship. SITALA	No., Date, and Port of Registry. 42 in 1937 London
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No., Date, and Port of previous Registry (if any).

Whether British or Foreign Built. British	Whether a Sailing, Steam, or Motor Ship, if Steam or Motor Ship how propelled. Motor Ship. Single Screw	Where Built. Glasgow	When Built. 1937	Name and Address of Builders. Harland & Wolff Limited, Glasgow.
Number of Decks One Two	Length from fore part of stem, to the aft side of the head of the stern post	Feet. 430	Tenths. 3.0	
Number of Masts Not	Main breadth to outside of plating	54	7.0	
Rigged Raked	Depth in hold from tonnage deck to ceiling amidships	30	6.0	
Stem Cruiser	Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards			
Stern Clencher	Depth from top of deck at side amidships to bottom of keel	31	2.19	
Build Steel Cargo	Round of beam	1	1.25	
Framework and description of vessel	Length of engine room, if any	78	-	
Number of Bulkheads Sixteen				

Particulars of propelling Engines, etc., (if any), and Water Ballast Tanks, as supplied by Builders, Owners, or Engine Makers.

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. Estimated Speed of Ship.
					No. and Diameter of Cylinders in each set.	Length of Stroke.	No. of Cylinders in each set.	
One	Internal Combustion Vertical	British	1937	Harland and Wolff Limited, Glasgow.	Six	650 m/m 1400 m/m	-	377 2800 (estimated) 3400 (estimated)
One	Particulars of Boilers.	Boilers.	Boilers.	Boilers.	Four stroke cycle Single Acting 120 revs. per min.			12 Knots.

Number of water ballast tanks, and their capacity in tons:— Four 414 tons

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	<u>5505.45</u>	On account of space required for propelling power	1989.77
Space or spaces between Decks20	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	380.30
Forecastle	124.11	These spaces are the following, viz. :— Forecastle, Poop and Round Houses	
Bridge space (Houses in)	65.12	(Number of seamen or apprentices for whom accommodation is certified)	
Poop	193.94	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows :—	
Side Houses	155.48	Masters Accommodation 25.16	
Deck Houses	7.50	Chart Space 7.50	
Chart House	166.23	Wireless Telegraphy Space 5.08	245.48
Spaces for Machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894	166.23	Boatswains Stores 61.23	
Excess of Hatchways		Ballast Pump Spaces 33.59	2615.55
		Water Ballast Spaces 112.92	
Gross Tonnage	<u>6218.03</u>	Cubic Metres.	17597.02
Deductions, as per contra	<u>2615.55</u>		7402.00
Register Tonnage	<u>3602.48</u>		10195.02

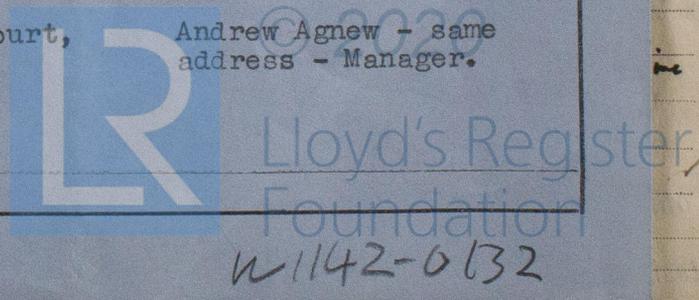
NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 644.79 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 189.33 tons.

NOTE 2.—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.
No. of Owners			
Name, Residence, and Description of Managing Owner if there are more owners than one.			
The Anglo-Saxon Petroleum Company Limited, St. Helens Court, Leadenhall Street, E.C.3.		Andrew Agnew - same address - Manager.	
Shares:— Sixty-four.			
Dated <u>18th February, 1937.</u>			

*940. Wt.17581/026. 500. 8/36. W.y.P.C. 613.
1779. Wt.28798/045. 10.0. 12/86.



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