

(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) *S. F. H. P.*

Official Number. <i>112811</i>	Name of Ship. <i>Pinna</i>	No., Date, and Port of Registry. <i>29 in 1901 London.</i>		
No., Date, and Port of Previous Registry (if any).				
Whether British or Foreign Built. <i>British</i>	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled. <i>Steam Screw</i>	Where Built. <i>Low Walker on Tyne.</i>	When Built. <i>1901</i>	
		Name and Address of Builders. <i>Sir W. G. Armstrong Whitworth & Co. Ltd. Newcastle on Tyne.</i>		
Number of Decks ...	<i>Two</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 plank ... Depth in hold from tonnage deck to ceiling at midships ... 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. <i>420</i>	Tenths. <i>8</i>
Number of Masts ...	<i>Three</i>		<i>420</i>	<i>83</i>
Rigged ...	<i>Schooner</i>		<i>52</i>	<i>1</i>
Stern ...	<i>Elliptical</i>		<i>32</i>	<i>2</i>
Build ...	<i>Clincher</i>		<i>✓</i>	<i>✓</i>
Galleries ...	<i>none</i>		<i>35</i>	<i>04</i>
Head ...	<i>none</i>		<i>34</i>	<i>21</i>
Framework and description of vessel ...	<i>Steel</i>		<i>1</i>	<i>05</i>
Number of Bulkheads ...	<i>Thirteen</i>		<i>84</i>	<i>5</i>
Number of water ballast tanks, and their capacity in tons ...	<i>Three 374 tons</i>			

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel ...	<i>12860 tons.</i>	Ditto per inch immersion at same depth ...	<i>45.5 tons.</i>
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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>Three</i>	<i>Triple expansion direct acting vertical.</i>	<i>British</i>	<i>1901</i>	<i>North Eastern marine Engineering Co. Ltd.</i>	<i>Three 28"</i>	<i>48"</i>	<i>500</i>
	Boilers.				<i>46"</i>		<i>2800</i>
	Number ... <i>Three</i> Iron or Steel ... <i>Steel</i> Pressure when loaded <i>180 lbs.</i>		<i>1901</i>	<i>Wallsend-on-Tyne.</i>	<i>77"</i>		<i>10 1/2 Knots.</i>

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No. of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.
Under Tonnage Deck ...		<i>5866.18</i>	On account of space required for propelling power		<i>2012.20</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		<i>131.05</i>
Space or spaces between Decks			These spaces are the following, viz.:-		
Deck ... <i>Bridge</i>		<i>88.94</i>			
Forecastle		<i>105.98</i>			
Round House		<i>45.14</i>			
Other closed-in spaces, if any, as follows:-					
<i>Excess Hatchways</i>		<i>35.90</i>			
<i>Spaces for machinery light & air Sec 78(2) M.S.A. 1894.</i>		<i>146.00</i>	Deductions under Sec. 79 M.S.A. 1894 as follows:-		
Gross Tonnage		<i>6288.14</i>	Cubic Metres. <i>Boatwains Store 33.38</i>		
Deductions, as per Contra		<i>2188.50</i>	<i>Masters Berth 6.35</i>		<i>45.25</i>
Registered Tonnage		<i>4099.64</i>	<i>Chart Room 5.52</i>		
			Total Deductions ...		<i>2188.50</i>

Name of Master *James Alfred Moses.* Certificate of Service No. *016522*
Competency No.

No. of Owners
Name, Residence, and Description of Managing Owner if there are more owners than one.

The "Shell" Transport & Trading Company Limited,
16 Radenhall Street, City of London.

Shares
64.

Managers
Marcus Samuel
Samuel Samuel } same address.

Dated *14th February 1901.*



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