

(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)

Official Number.	Name of Ship.	No., Date, and Port of Registry.	
139300	"Garnet"	23 1916.	Hull.
No., Date, and Port of Previous Registry (if any) ✓			
Whether British or Foreign Built.	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled.	Where Built.	Name and Address of Builders.
British	Steam Ship Single Screw	Selby	Bochrane & Sons, Ltd. Selby.
Number of Decks	One	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	Feet. 121 Tenths. 8
Number of Masts	Two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	22 65
Rigged	Ketch	Main breadth to outside of plank	12 25
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships	
Build	Clencher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	
Galleries		Depth from top of beam amidships to top of keel	
Head		Depth from top of deck at side amidships to bottom of keel	63
Framework and description of vessel	Steel Trawler	Round of beam	
Number of Bulkheads	Four	Length of engine room, if any	31 35
Number of water ballast tanks, and their capacity in tons	None		

PARTICULARS OF DISPLACEMENT.

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

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

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. I. H. P. Speed of Ship.
					No. and Diameter of Cylinders in each set.	Length of Stroke.		
One	Triple expansion direct acting inverted cylinder	Engines.	Engines.	Engines.	Three			76
No. of Shafts	Particulars of Boilers.	Boilers.	Boilers.	Boilers.	13"	24"		1515
One	Description: Multitubular Number: One Iron or Steel: Steel Loaded Pressure: 200 lbs.	British	1916	Charles D. Holmes & Co. Ltd. Hull	21 1/2"			11 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck		230.21	On account of space required for propelling power	120.09
Space or spaces between Decks			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	
Turret or Trunk			These spaces are the following, viz.:-	
Forecastle	Side house	1.03	Lower forecastle & after cabins.	23.29
Bridge space				
Peep or Break		15.05		
Side Houses				
Deck Houses				
Chart House		4.54		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894			Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:-	
Excess of Hatchways				
			Cubic Metres	
Gross Tonnage		250.83	Master's Accommodation	1.66
Deductions, as per Contra		152.58	Basin's Store	3.00
Registered Tonnage		98.25	Chart Space	4.54
			Total	152.58

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 70.94 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 11.40 tons.

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

Open forecastle: 18.8 x 12.2 x 5.45 = 12.02
18.0

less side houses, companion, windlass

4.42 tons

Name of Master: John William Lown

Certificate of Service Competency No. 4267

No. of Owners

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

The Kingston Steam Trawling Company Limited, of St. Andrews Dock in the City and County of Kingston-upon-Hull. Sixty-four shares.

Laurence Spring, of St. Andrews Dock, Hull, designated manager.

Dated 5th October, 1916.

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