

First Registry new ship built in Shanghai in 1914.

(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.
135,822.	Kailan	No. 11 of 26 th June, 1914. Shanghai.

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.	When Built.	Name and Address of Builders.		
Foreign	Steam Single Screw Tug-boat	Shanghai.	1914.	The Kiangnan Dock and Engineering Works, Shanghai		
Number of Decks	One	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	105	Feet.	0	Tenths
Number of Masts	One Pole	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	105	0		
Rigged	None	Main breadth to outside of plank	22	1		
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships	10	82		
Build	Blincher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	11	5		
Galleries		Depth from top of beam amidships to top of keel	11	53		
Head		Depth from top of deck at side amidships to bottom of keel		43		
Framework and description of vessel	Steel Tug-boat	Round of beam		29	75	
Number of Bulkheads	Four	Length of engine room, if any				
Number of water ballast tanks and their capacity in tons	Fore Peak 15.90 tons After Peak 4.81 tons					

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel } 325 Tons. Ditto per inch immersion at same depth } 4.15 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 Set.	Compound surface condensing	Engines.	Engines.	Engines.	Two			32.7
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers.	14"	18"		350
One	Description: Cylindrical Number: One Iron or Steel: Steel Loaded Pressure: 130 lbs.	Foreign	1914.	Kiangnan Dock and Engineering Works, Shanghai.	28"			11 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck		165.19	On account of space required for propelling power	88.55.
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	27.76
Turret or Trunk		13.20	These spaces are the following, viz.:—After Cabin	
Forecastle				
Bridge space				
Poop or Break				
Side Houses				
Deck Houses				
Chart House				
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		50.60	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		228.99	Fore Peak Tank.	15.90
Deductions, as per Contra		132.21	Total	132.21
Registered Tonnage		96.78		

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 27.98 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 22.62 tons.

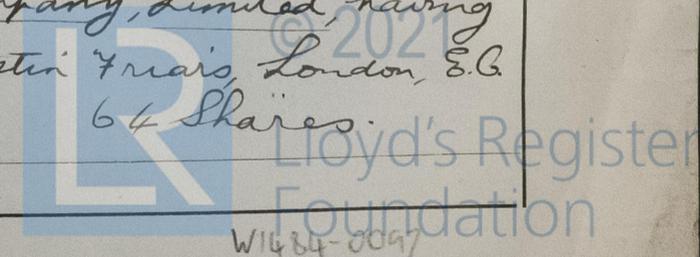
NOTE 2.—The undermentioned spaces above the Upper Deck are not included in the cubical contents forming the ship's register tonnage.

Name of Master: Edward Budgen. Certificate of Service No. 2950 Hongkong. Competency No. 2950 Hongkong.

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

The Chinese Engineering and Mining Company, Limited, having its principal place of business at 22 Austin Friars, London, E.C. 64 Shares.

Dated 26 June 1914



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.