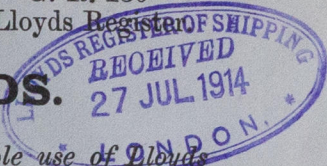


(LLOYDS REGISTER.)

VESSELS OF 100 TONS AND UPWARDS.

G. R. 130
Lloyds Register



These particulars are supplied by the Registrar General of Shipping and Seamen for the sole use of Lloyd's Register of British and Foreign Shipping.

Signal Letters (if any) J. F. V. W.

Official Number.		Name of Ship.		No., Date, and Port of Registry.	
1 3 6, 3 0 8.		Wrestler		52/1914 Glasgow.	
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.	
British	Steamship Single Screw.	Bowling	1914.	Scott & Sons, Bowling	
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.	Tenths
Number of Masts	One			10 6	3.5
Rigged	Smack.	Length at quarter of depth from top of weather deck at side amidships to bottom of keel		10 6	7.5.
Stern	Round.	Main breadth to outside of plank		2 3	1
Build	Blender.	Depth in hold from tonnage deck to ceiling at midships		11	7.5.
Galleries	None	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards		-	-
Head	None	Depth from top of beam amidships to top of keel		13	-
Framework and description of vessel	Steel Ing	Depth from top of deck at side amidships to bottom of keel		13	0.8
Number of Bulkheads	Four.	Round of beam		-	5.
Number of water ballast tanks, and their capacity in tons	One 15 tons	Length of engine room, if any		52	4.5

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel } 308 Tons. Ditto per inch immersion at same depth } 4 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.	No. of Cylinders in each set.	
One	Reciprocating direct acting vertical inverted cylinder	Engines.	Engines.	Engines. Messrs. Aitchison Blair & Co., Glasgow	Two.			99
No. of Shafts.	Particulars of Boilers. Description: Multitubular Number: One Iron or Steel: Steel Loaded Pressure: 120 lbs.	Boilers.	Boilers.	Boilers. Messrs. Dunsmin & Jackson Ltd., Govan	21"	27"		800.
One		British	1914.		42"			12 Knots.

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No. of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.
Under Tonnage Deck		179.16	On account of space required for propelling power		168.45.
Space or spaces between Decks		.03	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		
Forecastle			These spaces are the following, viz.:— Below forward & Round Houses.		31.60
Bridge space			Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—		
Poop or Break			Cubic Metres	Master 3.05. Boiler store 3.00. W.B. Spaces 4.47	10.52
Side Houses		12.80			
Deck Houses					
Chart House					
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894					
Excess of Hatchways					
Gross Tonnage		191.99	543.33		
Deductions, as per Contra		210.87	596.76		
Registered Tonnage		nil.	nil.	Total	210.87

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 96.43 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 27.51 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	Certificate of { Service No. Competency No.
No. of Owners	
Name, Residence, and Description of Managing Owner if there are more owners than one.	
Steel & Bennie, Limited, whose principal place of business is in the city of Glasgow. } 64 shares	
Manager:—David Bennie, 86 Broomielaw, Glasgow.	
Dated 15 July 1914	