

# (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) **J. M. N. L.**

Official Number.	Name of Ship.	No., Date, and Port of Registry.
139,121	"Island Queen"	52 in 1916. London
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.
British	Steam Screw	Goule
When Built.		
1916		
Name and Address of Builders.		
Goule Shipbuilding & Repairing Company Ltd. Goule		
Number of Decks	One	Length from fore part of stem, under the bowsprit, to the
Number of Masts	Two	aft side of the head of the stern post
Rigged	Schooner	Length at quarter of depth from top of weather deck at
Stern	Elliptical	side amidships to bottom of keel
Build	Clincher	Main breadth to outside of plank
Galleries	None	Depth in hold from tonnage deck to ceiling at midships
Head	None	Depth in hold from upper deck to ceiling at midships, in the
Framework and description of vessel	Steel cargo passenger vessel	case of three decks and upwards
Number of Bulkheads	Four	Depth from top of beam amidships to top of keel
Number of water ballast tanks, and their capacity in tons	Five	Depth from top of deck at side amidships to bottom of keel
	200 Tons	Round of beam
		Length of engine room, if any

### PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel 1140 Tons. Ditto per inch immersion at same depth 10.5 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.
One	Reciprocating triple expansion dir. act. inverted engines	British	1916	Charles Shipbuilding & Repairing Co. Limited.	Three		81.66
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers	Boilers	No. and Diameter of Cylinders in each set.	Length of Stroke.	
One	Single ended	British	1916	Shull	15"	30"	400
	Description Number Iron or Steel Loaded Pressure				25"		10 knots
	Two 180 lbs.				40"		

### PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	514.33	On account of space required for propelling power	321.39
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	34.89	These spaces are the following, viz.:-	
Forecastle	25.82	Forecastle & Houses	33.04
Bridge space	78.27		
Peep or Break	37.91		
Side Houses	18.86		
Deck Houses	21.95		
Chart House			
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894	56.83	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:-	
Excess of Hatchways	14.58	Cubic Metres	
Gross Tonnage	803.24	Masters Accom 4.84	
Deductions, as per Contra	393.99	Boatwains Store 6.12	
Registered Tonnage	409.25	Water Ballast 28.57	39.56
		Total	393.99

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 126.82 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 56.83 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.	
London and Channel Islands Steamship Company Limited, of St. Dunstan's Buildings, St. Dunstan's Hill, in the City of London. Sixty-four shares.	
Matthew Wharton Ford of St. Dunstan's Buildings, St. Dunstan's Hill, London, E.C. designated manager.	
Dated 22nd March 1916.	



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