

(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) *K. J. L. D.*

Official Number. <i>146054</i>		Name of Ship. <i>Acardo</i>		No., Date, and Port of Registry. <i>421 in 1921 London.</i>	
No., Date, and Port of Previous Registry (if any).					
Whether British or Foreign Built. <i>Foreign</i>	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled. <i>Steam Ship Single Screw</i>	Where Built. <i>Oakland California, U.S.A.</i>	When Built. <i>1921</i>	Name and Address of Builders. <i>Union Construction Co., Oakland, California, U.S.A.</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 <i>412</i>		Feet. <i>412</i>	Tenths <i>-</i>
Number of Masts <i>Schooner</i>		Length at quarter of depth from top of weather deck at side amidships to bottom of keel <i>53</i>		<i>4</i>	<i>4</i>
Rigged <i>Elliptical</i>		Main breadth to outside of plating <i>30</i>		<i>9</i>	<i>9</i>
No. of <i>but Clincher</i>		Depth in hold from tonnage deck to ceiling at midships, in the case of three decks and upwards <i>1</i>		<i>6</i>	<i>6</i>
No. of Decks <i>Plain</i>		Depth from top of beam amidships to top of keel <i>67</i>		<i>6</i>	<i>6</i>
In Engine Room description of <i>8x8 1/2" longitudinal framed at center</i>		Depth from top of deck at side amidships to bottom of keel <i>1</i>		<i>6</i>	<i>6</i>
Number of Bulkheads <i>Fifteen</i>		Round of beam <i>67</i>		<i>6</i>	<i>6</i>
Number of water ballast tanks, and their capacity in tons <i>-</i>		Length of engine room, if any <i>-</i>		<i>-</i>	<i>-</i>

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. No. and Diameter of Cylinders in each set.	Length of Stroke.	Rotary Engines. No. of Cylinders in each set.	N. H. P. I. H. P. Speed of Ship.
<i>One</i>	<i>Triple Expansion Surface Condensing</i>	<i>Foreign</i>	<i>1921</i>	<i>Hoover, Currier & Rentschler, Hamilton, Ohio.</i>	<i>Three 27"</i>	<i>48"</i>	<i>-</i>	<i>-</i>
<i>One</i>	<i>Triple Expansion Surface Condensing</i>	<i>Foreign</i>	<i>1921</i>	<i>Williamette Iron Works, Portland Oregon</i>	<i>Three 27"</i>	<i>48"</i>	<i>-</i>	<i>2800</i>
								<i>10 Knots</i>

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck		<i>5249.96</i>	On account of space required for propelling power	<i>1845.56</i>
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		<i>109.07</i>	These spaces are the following, viz.:-	
Forecastle		<i>47.20</i>	<i>Crew Spaces</i>	<i>269.78</i>
Bridge	<i>Houses in</i>	<i>66.43</i>		
Poorhouse		<i>42.64</i>		
Side Houses		<i>123.34</i>		
Deck Houses	<i>Round</i>	<i>7.91</i>		
Chart House		<i>120.81</i>		
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		<i>5767.36</i>	Cubic Metres	<i>228.99</i>
Gross Tonnage		<i>2344.33</i>	<i>Machinery Accommodation 14.44</i>	
Deductions, as per Contra		<i>3423.03</i>	<i>Boatowain's Store 23.36</i>	
Registered Tonnage		<i>9689.19</i>	<i>Wireless Telegraphy Space 5.46</i>	
			<i>Chart Space 7.91</i>	
			<i>Water Ballast 175.12</i>	
			Total	<i>2344.33</i>

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is *641.80* tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is *120.81* tons.

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

Water Capacity	<i>Open part at aft end of forecabin</i>	<i>4.0 ft. long = 14.93 Tons</i>	<i>Starboard side of open poop</i>
Tons.	<i>space in bridge</i>	<i>3.55 " = 6.60 "</i>	<i>84 ft. long = 19.92 Tons.</i>
<i>86.0</i>	<i>at aft end of bridge</i>	<i>3.5 " = 13.44 "</i>	
<i>89.0</i>	<i>spaces at fore</i>	<i>21 " = 29.59 "</i>	
	<i>poop at</i>	<i>84 " = 79.02 "</i>	
	<i>of middle line</i>		
	<i>port side</i>		

Name of Master *Bernard Philip Head*

Certificate of { Service No. *602048*
Competency No. *602048*

No. of Owners

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

The Anglo-Saxon Petroleum Company Limited having its principal place of business at St. Helen's Court, Leadenhall Street, in the City of London

Shares: Sixty-four

Dated *6th August, 1921.*

Andrew Agnew of St. Helen's Court, Leadenhall Street, E.C.3.
designated the person to whom the management of the ship is entrusted and who is to receive the cargo. Ad received 6th August 1921 under his hand as Public Officer of the Anglo-Saxon Petroleum Company Limited.