

particulars of this vessel should be published in any form in 1916

(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.
139147	Creosol	120 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 Ship Screw	Sunderland.
When Built.		
1916.		
Name and Address of Builders.		
Short Brothers Limited Sunderland.		
Number of Decks	One	Length from fore part of stem, under the bowsprit, to the
Number of Masts	One	aft side of the head of the stern post
Rigged	Butter	Length at quarter of depth from top of weather deck at
Stern	Elliptical	side amidships to bottom of keel
Build	Blucher	Main breadth to outside of plank
Galleries	none	Depth in hold from tonnage deck to ceiling at midships
Head	Straight	Depth in hold from upper deck to ceiling at midships, in the
Framework and description of vessel	Steel bargo	case of three decks and upwards
Number of Bulkheads	Fourteen	Depth from top of beam amidships to top of keel
Number of water ballast tanks, and their capacity in tons	Five. 296 Tons.	Depth from top of deck at side amidships to bottom of keel
		Round of beam
		Length of engine room, if any
		Feet.
		Tenths.
		210
		210
		34
		16
		17
		16
		—
		48

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships } 1901 Tons.
to bottom of keel }
Ditto per inch immersion at same } 14.4 Tons.
depth }

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 tri- compound, direct acting, inverted.	Engines. British	Engines. 1916	Engines. John Dickenson & Sons	No. and Diameter of Cylinders in each set. Three 16"	Length of Stroke. 27"	141
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers.			
One	Description. Multitubular. Number. 147. Iron or Steel. Steel. Loaded Pressure. 180 lbs.	British	1916.	Sunderland.	26"	43"	700
							9 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	869.51	On account of space required for propelling power	432.71
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	49.88	These spaces are the following, viz:—	
Forecastle	82.25	Officers & Engineers	31.08
Bridge space	46.38		
Poop or Break	4.85		
Side Houses	3.78		
Deck Houses	62.45		
Chart House			
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	1179.10	masters Accommodation 4.85	
Deductions, as per Contra	525.54	Boilermans Stores 11.49	
Registered Tonnage	653.56	Chart Space 3.78	
		Water Ballast 19.45	
		Pump Space Allowance 21.98	
		Total	61.75
			525.54

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

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

nil.

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.	The Secretary of the Admiralty Whitehall London. S.W.
Admiralty, Whitehall. London. S.W.	designated the person to whom the management of the vessel is entrusted by and on behalf of the owners. Advice received day of London
Dated 9th August 1916.	