

(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. G. K. T.

Official Number.		Name of Ship.		No., Date, and Port of Registry.	
132,079.		Silverburn.		7/1914, Sunderland.	
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.	Maryport.	1914.	Maryport Shipbuilding & Repairing Co. Ltd. Maryport.	
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	Two.			121	-
Rigged	Schooner.	Length at quarter of depth from top of weather deck at side amidships to bottom of keel			
Stern	Square				
Build	Blind	Main breadth to outside of plank		22	15.
Galleries		Depth in hold from tonnage deck to ceiling at midships		9	5.
Head		Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards			
Framework and description of vessel	Steel screw steamer cargo vessel	Depth from top of beam amidships to top of keel		10	95
Number of Bulkheads	Two.	Depth from top of deck at side amidships to bottom of keel		11	33
Number of water ballast tanks, and their capacity in tons	Two. 53 tons.	Round of beam			45
		Length of engine room, if any		33	1

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel 425. Tons. Ditto per inch immersion at same depth 5.1 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.
one	compound surface condensing	Engines.	Engines.	Engines.	Two			42
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers.	15"	1' 10"		360
one	Description Multitubular Number one Iron or Steel Loaded Pressure 30 lbs	British	1914	Gouldie Gillespie & Co. Glasgow. a.w. Dalglisk, Pollokshaws	32"			9 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.
Under Tonnage Deck		192.32	On account of space required for propelling power		129.79
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		30.34
Turret or Trunk		13.87	These spaces are the following, viz.:-		
Forecastle		8.65	Seamen, Firemen, Officers and Mess room		
Bridge space		28.24			
Deck Houses		3.88			
Chart House					
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		20.16	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:-		
Excess of Hatchways		16.95	Cubic Metres	Born's Store room 1.14	
Gross Tonnage		284.07		W.B. Spaces Forepeak 12.04	
Deductions, as per Contr		177.88		after .66	
Registered Tonnage		106.19		Master's Room 3.88	
				Total	177.88

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 73.45 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 23.01 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.	
The Durham Steam Shipping Company, Limited, having its principal place of business at 38 West Sunnyside, Sunderland, in the county of Durham. 64 shares	
Managers: Thomas Rose and John George Rose both of same address.	
Dated 3 September 1914.	