

## (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.
139261	Commander Boyle	51 1915 Hull
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	Steamship Single Screw	Beverly
When Built.		Name and Address of Builders.
1915		Book Weldon & Gammell Ltd. Beverly
Number of Decks	One	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post
Number of Masts	Two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel
Rigged	Ketch	Main breadth to outside of plank
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships
Build	Blancher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards
Galleries	-	Depth from top of beam amidships to top of keel
Head	-	Depth from top of deck at side amidships to bottom of keel
Framework and description of vessel	Steel Trawler	Round of beam
Number of Bulkheads	Four	Length of engine room, if any
Number of water ballast tanks, and their capacity in tons	None	

## 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, &amp;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	Reciprocating triple expansion direct acting	Engines.	Engines.	Engines.	Three			80
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.	Boilers.	12"	24"		400
One	Single ended Description: Multi-tubular Number: One Iron or Steel: Steel Loaded Pressure: 200 lbs.	British	1915	Amos & Smith Ltd. Hull	21"			10 Knots

## PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	228.82	On account of space required for propelling power	117.90
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	98	These spaces are the following, viz.:-	
Forecastle side house		Lower File Below deck aft.	20.11
Bridge space			
Poop or Break			
Side Houses			
Deck Houses			
Chart House	3.34		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894	9.58	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	242.72	Masters Accommodation	1.91
Deductions, as per Contra	146.26	Born's Store	3.00
Registered Tonnage	96.46	Chart Space	3.34
		Total	8.25
			146.26

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 59.95 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 9.58 tons.

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

Open file 18.7 x 13.0 x 5.6 = 12.41  
less Store, W.C. & Companion = 2.46 } 9.95 Tons

Name of Master	Frederick Fletcher	Certificate of { Service No. 5369 Competency No. 5369
No. of Owners	The manager	
Name, Residence, and Description of Managing Owner if there are more owners than one.	Frank Orland Kelly of St Andrews Dock Hull	
Wellyers Steam Fishing Company Limited, having their principal place of business at St Andrews Dock in the city of Kingston- upon-Hull. Sixty-four Shares		
Dated	30 <sup>th</sup> July 1915.	