

(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. F. N. R.

Official Number.	Name of Ship.	No., Date, and Port of Registry.
136,677.	Arum	75 in 1914, 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.	When Built.	Name and Address of Builders.
British	Oil Motor Ship. Twin Screw.	Newcastle-on-Tyne	1914.	Swan Hunter & Wigham Richardson Limited, Walker, Newcastle-on-Tyne.
Number of Decks	Two	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	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	350	—
Rigged	Schooner	Main breadth to outside of plank	349	5.2
Stern	Elliptical	Depth in hold from tonnage deck to ceiling at midships	47	2.5
Build	Blincher	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	24	4.5
Galleries	None	Depth from top of beam amidships to top of keel	—	—
Head	None	Depth from top of deck at side amidships to bottom of keel	27	9.8
Framework and description of vessel	Steel Cargo	Round of beam	27	1.2
Number of Bulkheads	Six	Length of engine room, if any	—	9.7
Number of water ballast tanks, and their capacity in tons	Seven. 966 tons.		46	9

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel } 7452 Tons. Ditto per inch immersion at same depth } 33.0 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.
					No. and Diameter of Cylinders in each set.	Length of Stroke.		
Two	Reciprocating Diesel engines Two Cycle Vertical	Engines. British	Engines. 1914.	Swan Hunter & Wigham Richardson Limited Walker, Newcastle-on-Tyne.	4 Working Inches.	16.14	33.86	304. 1200 brake H.P. 9 1/2 knots.
No. of Shafts.	Particulars of Boilers.	Boilers.	Boilers.					
Two	Description Number Iron or Steel Loaded Pressure							

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck		3273.38	On account of space required for propelling power	1178.05
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	119.04
Turret or Trunk			These spaces are the following, viz.:—	
Forecastle		38.10		
Bridge space		60.92		
Poop or Break		104.34		
Side Houses				
Deck Houses (on Poop)		9.54		
Chart House		3.50		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		150.86	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—	
Excess of Hatchways		40.76	Cubic Metres	
Gross Tonnage		3681.40	Master's Acc. 6.20	21.59
Deductions, as per Contra		1318.68	Born's Store 11.89	
Registered Tonnage		2362.72	Chart Space 3.50	
			Total	1318.68

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 333.04 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 150.86 tons.

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

Open Forecastle Length 1 feet - 2.38 Tons

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 Flower Motor Ship Company, Limited, having its principal place of business at Shell House 25-27 Bishopsgate, in the City of London.
Manager: - Gerald George Samuel of same address.

Dated 14th May 1914

