

CLASS CONTEMPLATED.

(LLOYD'S REGISTER.)**VESSELS OF 100 TONS AND UPWARDS.**

These particulars are supplied by the Registrar General of Shipping and Seamen for the sole use of Lloyd's Register of Shipping.

Signal Letters (if any).....M.N.D.C......

Official Number.	Name of Ship.	No., Date, and Port of Registry.			
169436	EMPIRE SHETLAND	5/1945 Glasgow			
No., Date, and Port of previous Registry (if any). -					
Whether British or Foreign Built.	Whether a Sailing, Steam, or Motor Ship, if Steam or Motor Ship how propelled.	Where Built.	When Built.	Name and Address of Builders.	
British	Steamship Single Screw	Glasgow	1945	A. & J. Inglis Ltd., Pointhouse, Glasgow.	
Number of Decks	One	Length from fore part of stem, to the aft side of the head of the stern post		Feet. 193	Tenths. 0.0
Number of Masts	One	Main breadth to outside of plank		30	7.0
Rigged	Not	Depth in hold from tonnage deck to ceiling amidships ...		13	8.0
Stem	Straight	Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards		-	-
Stern	Elliptical	Depth from top of deck at side amidships to bottom of keel...		14	2.0
Build	Clincher	Round of beam		-	6.2
Framework and description of vessel	Steel - Tanker	Length of engine room, if any		45	0.0
Number of Bulkheads ...	Nine				

Particulars of propelling Engines, etc. (if any), and Water Ballast Tanks, as supplied by Builders, Owners, or Engine Makers.

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. B.H.P. I.H.P. Estimated Speed of Ship
					No. and Diameter of Cylinders in each set	Length of Stroke	No. of Cylinders in each set	
One	Reciprocating Steam, Triple Expansion, Direct Acting, Vertical	Engines and	Engines and	Engines Aitchison Blair Ltd., Clydebank. <i>see F.E.</i>	Three 15" 25 1/2" 41"	30"	-	95 900 10 1/4 Knots
One	Particulars of Boilers (Horizontal return tube single ended) Description Number One Iron or Steel Steel Loaded Pressure 190 lbs. per sq. inch.	Boilers British	Boilers 1945	Boilers David Rowan & Co. Ltd., Glasgow.				

Number of water ballast tanks, and their capacity in tons:— Five - 145.4 tons.

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PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	536.09	On account of space required for propelling power	302.96
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.	110.69
Fore Trunk	44.95		
Forecastle	18.17		
Bridge space	89.05		
Poop or Break	66.94	These spaces are the following, viz.:- In Poop, Bridge Port, Bridge Starboard	
Side Houses		(Number of Seamen or Apprentices for whom accommodation is certified.....24.....).	
Deck Houses			
Chart House	4.87		
Spaces for Machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894	52.62	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 Meters. Master's Accomn. 7.21 Chart Space 4.87 Bosun's Store 10.00 Ballast Pump Spaces 8.40 Water Ballast Spaces 34.43	64.91
Gross Tonnage	812.69	2299.91	
Deductions, as per contra	478.56	1354.32	
Register Tonnage	334.13	945.59	
		Total	478.56

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 128.78 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 62.17 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.
His Majesty, represented by the Minister of War Transport, London.
Sixty-four -64-

Mgr: Herbert P. Robottom of Bulk Oil Steamship Co.Ltd.,
130, Minories, London, E.C.3.

Dated 29th March, 1945.

