

REGISTRAR OF SHIPPING
 18 JUL 1910

(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) H. R. G. D.

Official Number.	Name of Ship.	No., Date, and Port of Registry.
123332	"Den of Glamis"	⁴ / ₁₉₁₀ . Dundee

No., Date, and Port of Previous Registry (if any). new vessel

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	Single Screw Steam Ship	Old Kilpatrick	1910	Napier & Miller Ltd. Old Kilpatrick near Glasgow	
Number of Decks	Two	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	405	Feet.	Tenths.
Number of Masts	Two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	404	1.7	
Rigged	Fore & aft	Main breadth to outside of plank	52	2.5	
Stern	elliptical	Depth in hold from tonnage deck to ceiling at midships	28	0	
Build	clinchet	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	-	-	
Galleries	none	Depth from top of beam amidships to top of keel	31	5.8	
Head	none	Depth from top of deck at side amidships to bottom of keel	30	7.1	
Framework and description of vessel	Steel	Round of beam	1	0.5	
Number of Bulkheads	Six	Length of engine room if any	49	8	
Number of water ballast tanks, and their capacity in tons	None = 2010 tons total				

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel } 10600 Tons. Ditto per inch immersion at same depth } 40 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.		
One	Reciprocating direct acting vertical inverted cylinder triple expansion	British	1910	D. Rowan & Co. Glasgow	Three 27"	48"		501
One	HORIZONTAL RETURN TUBE SINGLE ENDED } Description: Two Iron or Steel Loaded Pressure 180 lbs.	British	1910	Glasgow	44"			2400
					43"			11 knots

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck		4454.13	On account of space required for propelling power	1661.23
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 Tank			These spaces are the following, viz.:-	
Forecastle & Houses under		43.48	Forecastle, Side House & Round House	147.69
Bridge space		15.49		
Poop or Break		29.76		
Side Houses		155.50		
Deck Houses				
Chart Houses				
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894.		103.56	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:-	
Excess of Hatchways		59.43	Cubic Metres	
			Master 11.48	
			Bow and Stern 40.63	
			Chart Space 6.24	64.51
			Water ballast spaces 6.13	
Gross Tonnage		5191.35	Total	1873.43
Deductions, as per Contra		1873.43		
Registered Tonnage		3317.92		

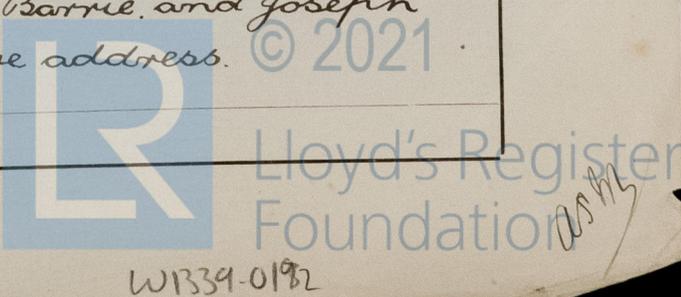
NOTE.—The only spaces above the Upper Deck not included in the cubical contents forming the Ship's registered tonnage are:—

Open Passage in Forecastle 40.0 x 4.1 x 7.9 (less No. 1 hatch) = 12.88 tons
 Bridge Space (less Hatches, Casings, European Gallery, Steering Gear) & Side House = 305.44 tons
 Poop " (less Hatch) = 103.76 tons

Name of Master	Certificate of { Service No. Competency No.
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No. of Owners
 Name, Residence, and Description of Managing Owner if there are more owners than one.
 The Steamship Den of Glamis Company Limited, having its principal place of business at 49, Meadowside, Dundee. Sixty-four managers: Charles Barrie, Charles Coupar Barrie, and Joseph Johnstone Barrie, all of above address.

Dated 12th July 1910



W1339-0182