

(LLOYDS REGISTER.)

G. R. 130
Lloyds.

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.
123366	<i>Marien</i>	23 in 1906. <i>Aberdeen.</i>
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.
<i>British</i>	<i>Steam Ship S. Screw</i>	<i>Aberdeen</i>
When Built.		Name and Address of Builders.
<i>1906.</i>		<i>John Duthie Sons & Co. Ltd Aberdeen</i>
Number of Decks	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	Feet. Tenth.
<i>One</i>	<i>Three</i>	<i>148 00</i>
Number of Masts	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	<i>147 80</i>
<i>Three</i>	<i>Fore & aft schooner</i>	<i>24 10</i>
Rigged	Main breadth to outside of plating	<i>11 55</i>
<i>Fore & aft schooner</i>	Depth in hold from tonnage deck to ceiling at midships	<i>13 05</i>
<i>Elliptic</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	<i>13 12</i>
<i>Blender.</i>	Round of beam	<i>55</i>
<i>None</i>	Length of engine room (if any)	<i>33 10</i>
Head		
<i>None</i>		
Framework and description of vessel		
<i>Steel</i>		
Number of Bulkheads		
<i>Three</i>		
Number of water ballast tanks, and their capacity in tons		
<i>One 45 tons</i>		

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck }
at side amidships to bottom of keel ... } *540* tons.
Ditto per inch immersion at same }
depth ... } *6.40* tons.

PARTICULARS OF ENGINES (if any).

No. of Engines.	Description.	Whether British or Foreign made.	When made.	Name and Address of Makers.	No. of and Diameter of Cylinders.	Length of Stroke.	N. H. P. I. H. P. Speed of Ship.
<i>One set of three</i>	<i>Inverted direct acting triple expansion condensing Boilers.</i>	<i>British</i>	<i>1906</i>	<i>W. V. T. Lidgerwood & Co. Ltd. Glasgow</i>	<i>Three 12 1/4</i>	<i>24</i>	<i>69.68</i>
	<i>Number One</i>		<i>1906</i>	<i>A. & W. Dalglisk</i>	<i>20</i>	<i>24</i>	<i>400</i>
	<i>Iron or Steel</i>						
	<i>Pressure when loaded 180 lbs</i>						

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	<i>286.36</i>	On account of space required for propelling power	<i>256.34</i>
Closed-in spaces above the Tonnage Deck, if any	<i>69.83</i>	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	
Space or spaces between Decks	<i>11.64</i>	These spaces are the following, viz.:-	
<i>Bridge</i>		<i>Lower Deck & officers & Engineers cabins &c</i>	<i>23.60</i>
Forecastle			
Round House	<i>2.44</i>	Deductions under Section 79 of the Merchant Shipping Act, 1894, as follows:-	
Other closed-in spaces, if any, as follows:-	<i>.81</i>		
<i>Side house</i>			
<i>Excess of Hatchways</i>	<i>17.32</i>		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894, if required.	<i>24.61</i>		
Gross Tonnage	<i>413.04</i>	Cubic Metres	<i>1168.90</i>
Deductions, as per Contra	<i>295.00</i>		<i>834.85</i>
Registered Tonnage	<i>118.04</i>		<i>334.05</i>
		Total Deductions	<i>295.00</i>

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 North Eastern Shipping Co. Ltd. Head Office at North Street, Edin. 64 shares
in the County of Moray.

James Elmerie Lawrie & James Richard Forbes Elmerie both of 574 Market Street, City of Aberdeen. Managers.

The only spaces above the Upper Deck etc are less
Upper Deck (open) 21.0 x 21.5 x 6.15 = 18.23 tons
Side House 3.5 x 3.75 x 6.15 = .81
Contrance to 2nd Deck 4.15 x 2.55 x 6.15 = .85
226. Total = 18.97

Dated 27. October 1906.