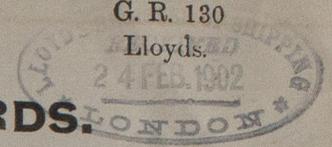


(LLOYDS REGISTER.)

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) T.G.B.R.

Official Number. <i>114.018</i>		Name of Ship. <i>"Kelvinside"</i>		No., Date, and Port of Registry. <i>18in 1902 Glasgow.</i>			
No., Date, and Port of Previous Registry (if any).							
Whether British or Foreign Built. <i>British</i>	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled. <i>Steam Screw</i>	Where Built. <i>Sunderland.</i>	When Built. <i>1902.</i>	Name and Address of Builders. <i>Short Brothers Ltd. Sunderland.</i>			
Number of Decks <i>Two</i>	Number of Masts <i>Two</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post		Feet. <i>352</i>	Tenths. <i>5</i>		
Rigged <i>Schooner</i>	Stern <i>Elliptic</i>	Length at quarter of depth from top of weather deck at side amidships to bottom of keel		<i>352</i>			
Build <i>blincher</i>	Galleries <i>None</i>	Main breadth to outside of plank		<i>46</i>	<i>1</i>		
Head <i>None</i>	Framework and description of vessel <i>Steel Spar Deck</i>	Depth in hold from tonnage deck to ceiling at midships ...		<i>24</i>	<i>70</i>		
Number of Bulkheads <i>Six</i>	Number of water ballast tanks and their capacity in tons <i>Five & None After Peaks 948 Tons</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards		<i>—</i>	<i>—</i>		
		Depth from top of beam amidships to top of keel		<i>28</i>	<i>16</i>		
		Depth from top of deck at side amidships to bottom of keel		<i>27</i>	<i>76</i>		
		Round of beam		<i>9</i>			
		Length of engine room (if any)		<i>47</i>	<i>5</i>		
PARTICULARS OF DISPLACEMENT.							
Total to quarter the depth from weather deck at side amidships to bottom of keel			<i>7404 tons.</i>	Ditto per inch immersion at same depth } <i>32.50 tons.</i>			
PARTICULARS OF ENGINES (if any).							
No. of Engines <i>Three</i>	Description. <i>Engines. Tri-compound</i>	Whether British or Foreign made. <i>British</i>	When made. <i>1902</i>	Name and Address of Makers. <i>North Eastern Marine Engineering Coy. Ltd. Sunderland.</i>	No. of and Diameter of Cylinders. <i>25" 41" 68"</i>	Length of Stroke. <i>48"</i>	N. H. P. I. H. P. Speed of Ship. <i>300 2000 10 knots.</i>
	Boilers. <i>Two Steel</i>		Boilers. <i>1902</i>				
	Iron or Steel. <i>Steel</i>						
	Pressure when loaded <i>180lbs</i>						
PARTICULARS OF TONNAGE.							
GROSS TONNAGE.		No. of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.		
Under Tonnage Deck		<i>3250.13</i>	On account of space required for propelling power		<i>1130.00</i>		
Closed-in spaces above the Tonnage Deck, if any			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>66.84</i>	These spaces are the following, viz.:-				
Poop		<i>44.75</i>	<i>Seamen & Firemen 61.46</i>		<i>145.56</i>		
Forecastle		<i>110.45</i>	<i>Engineers Officers &c. 84.10</i>				
Round House		<i>46.48</i>	<i>Under Sec 79</i>				
Other closed-in spaces, if any, as follows:-		<i>.50</i>	Cubic Metres. <i>Bosn's Store 35.31</i>		<i>52.28</i>		
<i>Side Houses</i>		<i>12.11</i>	<i>Masters Berth 11.25</i>				
<i>Excess of Hatchways</i>			<i>Chart Room 5.72</i>				
<i>Spaces for machy &c.</i>							
Gross Tonnage		<i>3531.26</i>	<i>9993.47</i>				
Deductions, as per Contra		<i>1327.84</i>	<i>3757.78</i>				
Registered Tonnage		<i>2203.42</i>	<i>6235.69</i>	Total Deductions	<i>1327.84</i>		
Name of Master <i>Edmund Harris O'Neal</i>		Certificate of Service Competency		No. <i>219 Canada</i>			
No. of Owners							
Name, Residence, and Description of Managing Owner if there are more owners than one.							
<i>Glasgow Steam Shipping Coy Ltd. of Glasgow.</i>				<i>Sixty four Shares.</i>			
<i>John Albert Black 26 Bothwell Street Glasgow.</i>				<i>Manager</i>			
Dated <i>14th February 1902.</i>							

