

As this damage was sustained just before the vessel sailed no opportunity was given for us to examine same and it was arranged

Office Address, "REGISTER, GLASGOW"

TELEPHONE: CENTRAL 6490 (4 LINES).



# Lloyd's Register of Shipping.

342, Argyle Street, Glasgow.

23rd August, 1920.

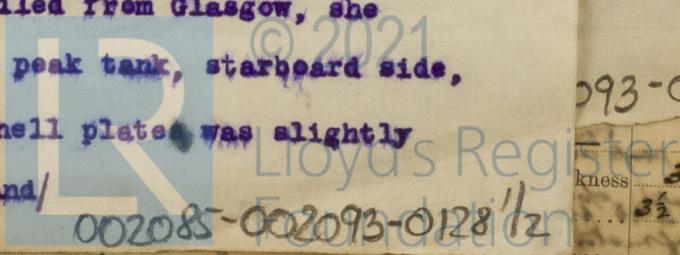
Dear Sirs,

The New Twin Screw Motor Vessel "GLENOGLE", No. 59121 in the Register Book has left Glasgow for your Port and to complete the First Entry, the deep tank with the exception of the shell requires to be re-tested.

The Builders' - Messrs. Harland & Wolff, Ltd. - have sent workmen to Middlesbrough to complete the caulking of this tank and arrangements have been made that when it is ready for testing, one of their Assistant Managers will notify your Office.

The top plating of the oil fuel tank between the tunnels of this vessel has been increased in thickness under the hatchways and conforms to the Rule, the Owners' representative states, however, that he proposes to fit ceiling in way of the same at Middlesbrough.

Just before the vessel sailed from Glasgow, she sustained damage in way of the fore peak tank, starboard side, above the light water line when a shell plate was slightly indented, and afterwards drawn out and



Rec Ball or Chan					
Angles on upper edge					
Spacing	30"	5"	30"	30"	
BRIMS, Bridge Deck, Angle, Bulb Angle, Plate,					
Deck. Material and thickness					Steel deck
Bridge Deck Stringer Plate, br'dth & thickness					3 1/2" Plate 63"
Angle on ditto					to shell

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32

Tonnage under Tonnage Deck 6310.23  
 Do. between Tonnage Dk. and 2028.88  
 3rd, 4th, or Awaiting Dk.  
 Total under Upper Dk. 8539.11  
 Do. of Poop 143.49  
 Do. of Deck (Class House) 7.48

CLASS 100A1, Awaiting Deck with  
 Breadth (greatest moulded) 62.0  
 Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 38.66

Freeboard Carrying Oil Fuel F...  
 Master O. O. ...  
 Year of Appointment

- 2 -

inspected and a few rivets in these proximity to same knocked up, as this damage was sustained just before the vessel sailed no opportunity was given for us to examine same and it was arranged to do this at Middlesbrough.

The Assistant Manager referred to has been in charge of this vessel since the time that she was launched and will point out where the rivets have been renewed.

I am, Dear Sirs,  
 Yours faithfully,

*Geo. M. Shaw.*

The Surveyors,  
 MIDDLESBROUGH.

RECEIVED  
 AUG 24 1920  
 LLOYD'S REGISTER,  
 MIDDLESBROUGH

*Wynston  
 Messrs. Shaw  
 2/9*

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