

**No 591.**

**COMPLETE SUPERSTRUCTURE VESSEL.**

**MIDSHIP SECTION**

- NUMERALS.**
- (1) DEPTH  $D = 36.31$
  - (2) FIRST NUMERAL  $L \cdot D = 375 \times 36.31 = 13616$   
SECOND  $L(B \cdot D) = 375 \times 88.62 = 33232$
  - (3) PROPORTIONS  $\frac{L}{B} = \frac{375}{36.31} = 10.32$
  - (4) FRAMING DEPTH  $= 24.13 = d$

**EQUIPMENT No.**  
 $L(B \cdot D) = 375 \times 88.62 = 33232$   
 DECKHOUSES & CASINGS = 264  
 FORECASTLE = 164  
**33660**

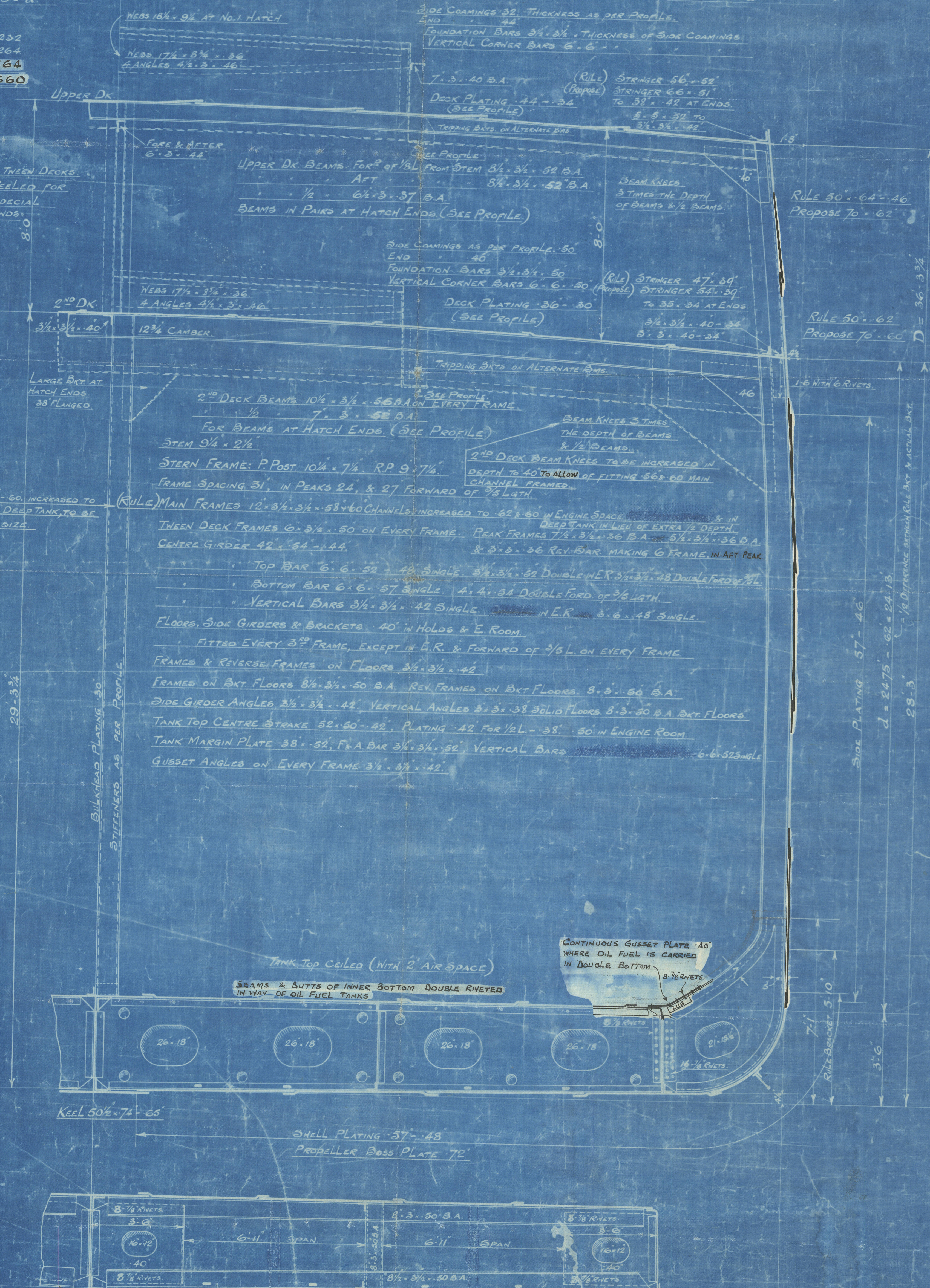
$375-0 \times 52-3\frac{3}{4} M^2$  (36-3 $\frac{3}{4} M^2$  U.D.S.  
 $28-5 M^2$  2<sup>ND</sup> D.K.  
 To CLASS 100A1 WITH FREEBOARD.  
 SCALE  $\frac{1}{2} = 1$  FOOT.

FOR A DRAUGHT NOT EXCEEDING  
 THAT CONTEMPLATED FOR A COMPLETE  
 SUPERSTRUCTURE VESSEL.

**EQUIPMENT.**  
 3 BOWERS STOCKLESS COLLECTING WEIGHT = 170 1/2 CWT.  
 1 STREAM ANCHOR 16 1/4 CWT. EX. STOCK  
 270 FMS. 2 1/16 STD CHAIN CABLE.  
 90 4 3/4 S.W. STREAM LINE  
 120 4 3/4 S.W. TONLINE  
 2 @ 90 FMS. 2 3/4 STEEL WIRE  
 2 @ 90 2 1/2

SINGLE ROW OF STANCHIONS IN THREE DECK.  
 5' 5" 64" 62" APART, REELED FOR  
 SHIFTING BOARDS. FOR SPECIAL  
 STANCHIONS AT HATCH ENDS.  
 SEE PROFILE.

MAIN FRAMES 12' 3 1/2' 3 1/2' 56' 60" INCREASED TO  
 60' 60" IN ENGINE SPACE & DEEP TANK TO BE  
 FITTED IN LIEU OF RULE SIZE.



462  
 691  
 17.28

SUNDERLAND

M.V. "GLENMOOR"

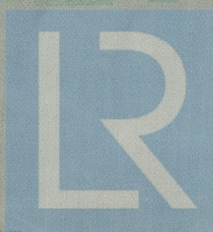
Midship Section

As Built.

W1129-0245

SUNDERLAND RPT. No. 29703

RETAIN



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