

FRAMING.

Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule	Inches per Rule	Inches per Rule
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PILLARS

Inches. Size in	Inches. Spacing in	Inches. per Rule.
		Or 28

1m.8.21.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel T.S. M.V. GLENSHIEL*

Rpt.

No. 9120

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

(“The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.”—*Extract from Sub-Committee's Report, 24/5/92.*)

Transverse No.

Depth "d" 16.33

Framing: Table No.

Description Channel frames with Reverses

Longitudinal No. HH 940

every 3rd frame

Proportions $\frac{\text{Length}}{\text{Depth}} = 12.54$ to during 5K.

Deck Sheerstrake as approved.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed **+** 100A.1. (steel) "awning beam with freeboard," as recommended. The Summer freeboard of 9 ft 7½ in from centre of disc to top of statutory deck line at awning deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

2 Drs (Ptl) & owning Dr (Ptl).

Cell D.B 421 1718t, D.T.a 30' 686t, D.T.f 28' 864t, F.P.T 130t, A.P.T 78t.

F.K. B.K 2, one B.H displaced with; 7 B.H only, all to owning SR.

Gen. Lloyds A + CP. P 40', B 153', F 58'.

W194-0009

38
 $\frac{1}{2} \times 3\frac{1}{2}$

$\frac{1}{2}$ P P i
63

5

38
 $\frac{1}{2} \times 3\frac{1}{2}$

h 3 P. R.

hereon.