

No. of Houses
No. of excess of 1
No. above Crown
Engine Room
Gross Tonnage
Loss Crew Space
Loss above Crown
Engine Room

12.15.

F.E.

Received by Chief Ship Surveyor 18.8.16

Received from Chief Ship Surveyor

VESSEL'S NAME

Shells Glenogle

Rpt.

live

No. 69039

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.

93.0

Depth "d"

20.58

Framing: Table No.

3 page

Description

Bulk angle as approved

Longitudinal No.

43694

Proportions

Length

= 10.92

Depth

Bridge

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) as recommended.

∇ 100A.1. (Steel)

2 SKs (steel) 3 BK (steel) in aft's hold.

Cell DB 412'. 1137E. D.T. a 25 786E. F.P.T. 137E. A.P.T. 41E.

FK + BK 25 7 BH. Cen. Larep. P44'. B191 F48

M
18.8.16

The Surveyor should state clearly whether the bulkhead frame 63 is watertight to the upper deck as shown on the approved profile or whether it stops at the 2nd deck as stated in the report.

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