

Less Engine Room
Less Navigation Spaces

Beam at side to top of keel

Port belonging to

1,500,1,16.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stat 5. Motor Vessel "SCOTTISH MAIDEN"* Rpt. *Bru* No. *1948*

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, 24/5/32.)

Transverse No. *89.66* Depth "d" *-*

Framing: Table No. *-* Description *Longitudinal framing*

Longitudinal No. *38123*

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{12.87}{-}$

Upper Deck Sheerstrake and other Scantlings as approved for vessels built on the Longitudinal System

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

100-A-1. (Steel) Carrying petroleum in bulk
2 Dks (Steel) v Webframes, longitudinal framing
Cell DB 62' 28 1/2, DT 31' 3 3/4 FPT 17 1/2, APT 55 1/2
FK, 16 BH (11 to Upper Dk, 5 to 2nd Dk), ft asp. Lly as A. CP.

P109' B34' F50' Mchly aft

(H)
15-12-21



Lloyd's Register Foundation

W81-0049

Angles on upper edge		Angle on
Spacing		Tie Plates under