

F.E.

by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

VESSEL'S NAME *Stl T.S. M/V LONGWOOD* Rpt. *Sld* No. *30449*

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, 24/6/92.)

Long
 Transverse No. 16824 Depth "d" ✓
 Naming: Table No. _____ Description Longitudinal framing at bottom
 Longitudinal No. 48174 and at deck
 Proportions Length 13.41
 Depth = _____
 Deck Sheerstrake as approved

Revised Rules

Vessel placed in drydock and some damage through grounding, striking may. Collision repaired to surveyors satisfaction.

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
 10 (Stl) 2nd Dst (Stl) Cleas & oil tanks. Longitudinal framing at bottom and at deck.
 Cell D.B v E 65' 295t, D.T. 27' 465t, F.P.T. 321t, A.P.T. 250t.
 P-K, 16 B.H., pt cem, Lloyds ACP.
 P 14' 6", B 44", F 58".
 Machinery, app.

[Signature]

[Signature]
H.9.30

It is concluded the spacing of the stiffeners in the edges of the shell side plating is as approved but the surveyors should be requested to state if this is so.

002165-002173-0171 1/2

