

F.E.

by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

L'S NAME Stl T.S. M/V LONG WOOD 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, 24/5/92.)

Long

Transverse No. 16824Depth "d" ✓

Naming: Table No. _____

Description Longitudinal framing at bottom
and at deckLongitudinal No. 48174Proportions Length 13.41
Depth = _____Deck Sheerstrake as approved

Revised Rules

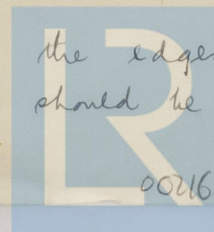
Vessel placed in drydock and some damage through grounding, striking
may. Collision repaired to surveyors satisfaction.

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

✠ 100A.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.

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

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