

F.E.

Received by Chief Ship Surveyor 15. 4. 15

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME MS. J. A. Moffett Rpt. SFO No. 2156

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. 85.5Depth "d" ✓Framing: Table No. ✓Description Longitudinal framingLongitudinal No. 35910Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{13.3}{1}$ 

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 as recommended.  
100 A.1. (Steel) Carrying Petroleum in bulk,  
2 G.H. (M.) Web frames, Longitudinal framing  
WB. Cell DB 78', 263', D 45', 834', FPT 184', APT 60'.  
FK. 15 BH. (10 BH to upper 10 5 BH to 2nd G.H.)  
A 16. P 101', B 35', F 44' Mchry Aft.



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P.T.O.



The Surveyor should be informed that  
in future cases all approved plans are sent  
to agree with the vessel as built  
& the 1st Entry Report whether approved  
in London or not with locally  
should be forwarded with the 1st  
Entry report. The Surveyor should be requested to  
forward the particulars of the test for the steel wire  
supplied in lieu of stream chain. M.M.

E. L. M.



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