

s.s. "MOONLIGHT", 163 tons gross,
recently completed by Messrs. W.J. Yarwood & Sons Ltd. for
Messrs. Ross and Marshall Ltd., Greenock.

The plans of this ship were approved for the Class 100A1, "For service Coasts of Scotland and the Islands, Liverpool, Dublin and Sheephaven (N. Ireland)", subject to the equipment complying with requirements of letter "a" of the Equipment Table.

The Owner having particular views of his own as to anchors and cables, did not desire to adopt those specified in the Society's Rules. He indicated he would have no objection to the Class 100A- being assigned with the modified equipment. However, the Surveyor concerned overlooked the necessity of obtaining the Committee's consent of this modified equipment and the ship has been fitted with the following.

| <u>Fitted</u> | <u>Rule - letter "a"</u> |
|--|---|
| 1 Bower 7cwts.0qrs.21 lbs. | 2 @ $4\frac{1}{2}$ cwts. each 9 |
| 1 Stream 4cwts.0qrs. 7 lbs. | 1 @ $\frac{3}{4}$ cwts. " 1 |
| 60 Fathoms $\frac{7}{8}$ " Stud Link Cable. Wt.23.4 cwts. | 120 Fathoms. 11/16 Stud Link Chain. Wt. 29 cwts. |

It was suggested to the Principal Surveyor for the district that if an additional length of 30 fathoms of Chain Cable were fitted it might be possible to assign a Class of 100A- and he was asked to get in touch with the Owner with a view to having this additional length fitted. To this the Owner has agreed.

In previous cases the Committee have required that a ship engaged in sea-going service should have at least two bower anchors. In this case, however, the bower anchor and stream anchor fitted ~~approximately~~ ^{exactly} in combined weight ~~to~~ that required by the Rules for unrestricted class.

It is, therefore, submitted for favourable consideration that the class 100A- with the above coastal limits be assigned, provided the additional 30 fathoms of cable be supplied, and the stream anchor be so rigged as to be available for use as a bower anchor in case of emergency.

R. J. A. J.
Lloyd's Register
Foundation
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