



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

201, Tower Building, Liverpool, 3

Telegrams: Register, Liverpool

30th August, 1952.

Telephone: Central 8891 (5 Lines)

RECEIVED

1 - SEP 1952

Dear Sir,

S.S. "MOONLIGHT".

And.....

In reply to London letter of the 24th ultimo (Classn), the Surveyor responsible for the Report has now left this Port, but it can be definitely stated that cement was fitted in the single bottom of this vessel and the floors cement washed.

The reason for supplying steering chains of $\frac{3}{4}$ " dia. instead of $\frac{13}{16}$ " as approved was due to the increase in quadrant radius.

The class of this vessel was approved 100A1 provided the equipment complied with letter "a" of the Rules.

Owing to the service of the vessel, the Owner did not desire to fit the Rule equipment and would be satisfied with the class 100A- and a restricted equipment as indicated on the First Entry Report was supplied.

The Surveyor concerned overlooked the necessity of obtaining the Committee's consent to this restricted equipment for the amended class and it has been suggested that the supplying of a further 30 fathoms of chain cable would meet the case.

The delay in the reply has arisen through the absence on business of the Builders Executives and the necessity of convincing the Owner of this requirement.

It has now been decided to fit this extra cable and the Society's Surveyors will be informed when this can be verified.

Yours faithfully,

The Secretary,
LIVERPOOL.



Lloyd's Register
Foundation

014827-014834-0128

LIVERPOOL COMMITTEE

See endorse

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For Ship Surveyors (F. E. Rpts.) to note.

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