

Less Engine Room
Less Navigation Spaces

Register Tonnage 2839

Destined Voyage

United Kingdom

IF C

Completing

W678-0220 1/2

10m, 11.20

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Stl. S/S "MORA"

Rpt. Bmn. No. 600 600 a

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.)

Nature of Survey

Rule Dimensions:- 371.31 x 50.85 x 29.85 Harbour dk.

Scantling Numbers:- 80.7 and 29965

Proportions :- Length 12.4 Depths to Harbour Dk.

This vessel has been built by Messrs. Seelbeck A.G. Geestemunde. and was originally intended to be classed with the Germanischer Lloyd.

Plans shewing scantlings have been examined and compared with the Rules and provided minor structural additions be effected, the requirements of Section 48 of the Rules for vessels not built under Survey carried out, additional steel wire and towline supplied and a favourable report received from the Surveyors; the class 100 A1 "Cantilever Framed" with the Special notation "Longitudinal Framing at Double Bottom and Deck" could be assigned.

Reports have now been received from the Bremen Surveyors giving scantlings which are generally in accordance with those approved. The equipment on board, as reported, is in excess of the requirements of Table 31. The vessel has been placed in dry-dock, the requirements of Section 48 of the Rules complied with and a favourable report received from the Surveyors.

It is submitted the vessel appears worthy to be classed :-

100 A1 (Steel) "Cantilever Framed"

1 Dk (Steel) 2nd Dk (Steel) in Nol Hold. Longitudinal Framing at Double Bottom and Deck.

Cell DB. 310' 1835t FPT 139t APT 197t DTF 26' 15 1/2

FK 7 BH Cem. A & CP. P 108' F 29' Mch. aft.

Date of build 7.22

The Surveyors should be requested to state if the deep

BEAMS, Forecastle Deck, Angle, Bulb Angle,	✓	✓	✓	✓	✓	✓
	160	70	10	160	70	10

Angle on turn
Tie Plates
Deck. Material and thickness

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tank abaft the collision bulkhead is used as a ballast tank, and if so to state the length and capacity and if same has been tested as required by the Rules, also if the second deck beams at fore end of No. 1 hold are fitted to every frame as indicated on the approved plan.

Ln 29.9.22

RKM

27.9.22

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