

Received by Chief Ship Surveyor

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VESSEL'S NAME Steel S.S. "YESAKI MARU" Rpt. No.

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 11, 24/6/92.)

Transverse No. 70Depth "d" -Framing: Table No. - Description Longitudinal FramingLongitudinal No. 24150Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{9.54}{1}$

Bridge

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) "Shelter Deck with freeboard," as recommended. The Summer freeboard of 4'-10½" from centre of disc to top of statutory deck line at Shelter deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

1 Dk (steel) and Shelter Deck (steel) & Webframes. Longitudinal Framing.

Cell DB 294' 1117t. DTA 32' 693t. FPT 115t. APT 20t.

FK Collision BH to Shelter Dk. 5 BH to Upper Dk. Cern. A/C P. P30, B98, F34 on Shelter Dk.

It is included the thickness of forecastle deck plating is as approved, that the deck of steam wire & tankers are as required & that the rivets in Transverse legs to shell are spaced 5 diameters apart as in sister vessels, but the Surveyor should be requested to state if this is not