

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME *Stt. Sc. "KOMAKI MARU"* Rpt. *Kob* No. *8433*
8452

ie 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. *18075* Depth "d" *17.21*
Framing: Table No. *✓* Description *Built Angle, frames as approved*
Longitudinal No. *45598*
Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{\text{11.26}}{\text{11.26}}$

Deck Sheerstrake *as approved*

On account of damage thro fire repairs have been effected to the Superstructures.

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)** "with freeboard," as recommended. The Summer freeboard of *"Carrying cargo oil F.P. above 150" from Deep Tanks"* from centre of disc to top of ~~statutory~~ deck line at *see verification form* 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 (Stt) & Shelter Dk (Stt) 3rd Dk (Stt) except in*

Cell DB 352' 1439t, D.T.s, a 51' 1387t, Tanks at sides of tunnel 196t, F.P.T. 90t, ART 67t

FK. 8BH (Coll BH to Shelter Dk, 7BH to 2nd Dk) Lloyd's A & C.P.

10' Rudder electrically welded.

It is concluded the thickness of the centre girder is as approved but the Surveyors should state if this is so.