

ived by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME M.S. "NOJIMA MARU" Rpt. Nag No. 2018

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.)

1st Long. No. 15372

Depth "d"

2nd Long. No. 43190

Proportions= $\begin{matrix} L \\ D \end{matrix}$  12.95 to Upper Dk  
10.50 to Bridge Dk

Framing Channel frames as approved

Sheerstrake as approved

The deep tanks have been examined and, together with the double bottom tanks in way, tested prior to carrying cargo oil in bulk.

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

☒ 100A1 "Carrying Cargo Oil, flash point above 150° F, in Deep Tanks",  
2 Dks,

Cell DB 354' 1379t, DTsa 42' 1527t, wing tanks in way of tunnel 82t,  
FPT 81t, APT 78t,

FK, 8 EH, pt. Cem., Lloyd's A & CP,

P 23', B 171', F 41'

The Nagasaki Surveyors should be requested to confirm the weights and tests of the 1st and 2nd bower anchors.

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Lloyd's Register  
Foundation

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