

F.E.

Received by Chief Ship Surveyor \_\_\_\_\_

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VESSEL'S NAME St. S. "KIYOSUMI MARU" Rpt. Kob No. 8786

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  
~~Transverse~~ No. 18037Depth "d" ✓Framing: Table No. ✓Description Channel frames & as2nd Long  
~~Longitudinal~~ No. 45501approvedProportions Length = 11'24  
Depth =~~Deck~~ Sheerstrake as approved

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** "Carrying Cargo Oil F.P. above 150°F. in Deep Tanks" with freeboard, "as recommended. The Summer freeboard of 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 & Shelter Dk, 2nd Dk except in aftermost hold.

Cell DB 359' 1496t, DT's a 51' 1384t, Tanks in way of Tunnel 30' 186t, FPT 35t, APT 21t FK, 8 BH (Cell BH to Shelter Dk, 7 BH to 2nd Dk) ft. cen, Lloyds ACP. F. 40'