

F.E.

Inspected by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S.S. "VENICE MARU"*Rpt. *Kob*No. *3215*

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.)

Transverse No. *82*Depth "d" *15.9 1/2*Framing: Table No. *3*Description *Bull angles and Channels with*Longitudinal No. *33210**Welded frames*Proportions Length = *10.95*
DepthDeck Sheerstrake *as approved*

Ceiling on the tank top in the deep oil fuel tank has been dispensed with as allowed by Sec 49 of the Rules and as Compensation for the tank top seams at this part being Saddle joints instead of double riveted as required, the edges of the seams have been built up by electric welding and the inner bottom at this part retisted. This arrangement has been accepted in a previous case

Further respects

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 \star 100-A-1. (Steel) "Amming Dh." with freeboard," as recommended. The Summer freeboard of *9.5* from centre of disc to top of statutory deck line at *Amming* 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.

*2 Dhs (Steel) & Amming Dh (Steel)**Cell 11B 34 1/2' 1234t, 11Ta 35' 7 1/2t, FPT 104t, APT 36t,**PK, Collision BH to Amming Dh, 5BH to upper Dh,*

It is concluded: The amended thickness of the Webframes *per class* has been approved; the framing in the *5.9M* Machinery Space, thickness of deck plating in way of openings & scantlings and arrangements of the O.T bulkhead in frame N° 58 are as approved; the stiffeners in the bulkhead in frame N° 35 are as approved and not as stated; the riveting of the tank top Centre Strake & of butts and edges of Shell plating and particulars of Anchor Afterside tests are as required. The surveys should be requested to date of this report.

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