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007620-007625-0145

7.16.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME STEEL S.S. "LIVERPOOL MARU" Rpt. Kobe No. 2519

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. 79 Depth "d" 16.0

Framing: Table No. 3 page 14 Description Bulb angle as approved.

Longitudinal No. 30415

Proportions $\frac{\text{Length}}{\text{Depth}} =$ 10.7

Awning
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. (steel) Awning Deck** with freeboard," as recommended. The Summer freeboard of 9'-3 1/2" from centre of disc to top of statutory deck line at Awning 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 Dks (steel) and Awning Dk (steel)

Cell DB 334' 1118t. FPT 126t. APT 93t.

FK. Collision BH to Awning Dk. 5 BH to upper Dk. Cem.

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Lloyd's Register Foundation
6.8.19

It is concluded the fore peak frames are Bulb Angles as shown in plan, also that Horizontal Stiffeners are fitted to Collision Bulkhead as approved, but the Surveyors should be requested to state if this is so.

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Brid
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Angl