

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

ESSEL'S NAME *Stl T.S. M.V. FUKKO MARU* Rpt. *Kob* No. *4710*

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. *9450* Depth "d" *23.83*

Framing: Table No. *'* Description *Bull angle frames as approved with angle reversed frames.*

2nd Longitudinal No. *26950*

Proportions Length = *12.96*
 Depth =

~~Deck~~ Sheerstrake as approved.

Revised Rules

^{CRACKS}
 Several small surface ^{CRACKS} which appeared in the propeller spectacle piece have been electrically welded & Compensation plates fitted, which repairs have been accepted by the owners, but the Surveyor recommend the repairs being examined at next dry docking within six months of date of build.

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) } subject to the spectacle frames E.W. repair see 1994
 1 SR (Stl) } being specially examined at next dry docking within
 } six months of date of build.
 Cell D.B. 280 814t. D.T.a 29 855t, F.P.T. 91t, APT 75t
 F.K, 6 B.H, pt Cem, Lloyds A+CP.
 P 21' B 97' F 35'.

[Signature]
 © 2020
 Lloyd's Register Foundation
 P.T.O.
 007677-007687-027 1/2

It is concluded the spacing of the shell rivets through the frames is as approved, that the riveting of the edges of the sheerstrake and strake below in the wells or in way of the Bridge is as approved but the Surveyors should be requested to state if this is so.

It is also concluded that the deep tank, weather decks, tunnel, Watertight bulkheads have been tested, that a steam chain or wire has been supplied of proper size, and that the freeboard has been verified and cut in on the sides of the vessel, but the Surveyors should be requested to state if this is so, and ^{the} Surveyors attention should be drawn to Circular No 143.

It should also be pointed out to the Surveyors that the vessel requires by Rules a collective weight of $149\frac{1}{2}$ cwt's stockless anchors, and not 139 cwt's as stated in their report.

for 20/2/25

17.2.25





© 2020

Lloyd's Register
Foundation