

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

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME Steel Screw M.S. "TOKYO MARU" Rpt. \_\_\_\_\_ Kob. \_\_\_\_\_ No. 9745

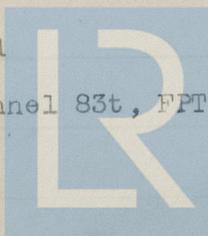
The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

(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 Longitudinal Metric System  
 Transverse No. 1408 Depth "d" --  
 Framing: Table No. \_\_\_\_\_ Description Bulb angle frames as approved  
 Longitudinal No. 3648  
 Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad} = \underline{11.64}$   
 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 \*100A1 "with freeboard," as recommended. The Summer freeboard of See from centre of disc to top of statutory deck line at 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.

2 Dks. 3rd Dk. except in aftermost hold  
 Cell. DB 327' 939t, Tanks in way of tunnel 83t, FPT 40t, APT 14t.  
 FK, 8 BH, Lloyd's A & CP.  
 F 39'



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 31.10.36  
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*marking form to follow*

*Handwritten scribble in blue ink, possibly initials or a signature.*



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