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F.E.

Received by Chief Ship Surveyor

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VESSEL'S NAME Steel S.S. "TACHIBANA MARU". Rpt. Kob. No.3225

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. 87 Depth "d"

Framing: Table No. - Description Longitudinal framing.

Longitudinal No. 36540

Proportions $\frac{\text{Length}}{\text{Depth}} = 12.73$

Upper Deck Sheerstrake and other scantlings as approved for vessels built on the Longitudinal System of framing.

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) "Carrying petroleum in bulk"

2 Dks. (Steel) & Webframes. Longitudinal framing.

Cell DB u E & B 81' 155t. DTF 41' 375t. Tween Dk. tank aft 10' 46t. FPT 116t. APT 26t.

FK, 16 BH (11 BH to Upper Dk, 5 to 2nd.Dk.) Pt.Cem. A.& C.P.

Pl17', B36', F35'. Machinery aft.

Lo. Lull. 22-11-21

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It is concluded the thickness of the sheerstrake at the poop front and bridge ends, transverse beam angles and double side transverse shell lugs in the machinery space are as approved; the spacing of the rivets in the edges and butts of the poop, bridge and forecastle side

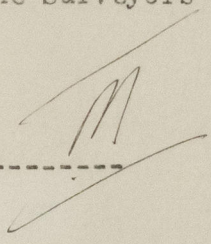
008168-008176-0126 1/2 P.T.O.

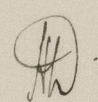
Plate, Tee Bulb, or Channel... Angles on upper edge

Sheathed with 3" Pine

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plating and the weight of the stream anchor stock are as required; the modified scantlings of the centre girder top angles in the engine space and of the bridge side longitudinals and thickness of the upper plating of the after peak bulkhead have been approved; the particulars of transverse bulkheads given on the last page of the report refer to the cargo tank bulkheads and not the oil fuel bulkheads, and the size of No.5 bulkhead longitudinal is as approved and not as stated; the requirements of Section 49 of the rules complied with and the number and extent of the bulkheads are as shewn on the approved plan of profile and decks. The Surveyors should be requested to state if this is so.




23. 9. 21.



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Lloyd's Register

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Foundation