

Received by Chief Ship Surveyor 12.6.02

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VESSEL'S NAME Ste. S. S. Wakamatsu Maru Report Reg. No. 245

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.)

## CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	<u>2/20"</u>	<u>Repetitive</u>
Spar Sheerstrake . .	<u>6"</u>	<u>6"</u>
Description of Framing:— <u>Ordinary, increased to compensate for omission of wood middle deck, and to retain normal freeboard.</u>		

The Chain Cables are 1.2.20, or 39 of one per cent, less in weight than required in the Rule length of 240 fathoms.

No cargo battens have been fitted to the sides of the vessel.

do other aspect 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 ("Steel") as recommended, subject to the vessel being engaged exclusively in carrying coal, ore, or wood, while without cargo battens.

+100A1 ("Steel"), Subject to.

1 JR (Ste) 2 to B & web frames. 3 DR Rule.

N. B = Cell DB a 96' x E & B 62' f 108' 6645 FPT 186 APT 676

FK 5BH Cam. Lloyd AYCP P16' F31'

It should be pointed out to the Surveyor that the Chain Cables are 1.2.20 less in weight than required in the Rule length of 240 fathoms; that the record of decks as it should appear in the Register Book is "1 DR (Ste) 2 to B & web frames. 3 DR Rule"; and not as stated in his report; and that he should have recommended the vessel to be classed +100A1 ("Steel") subject to being engaged exclusively in carrying coal, ore, or wood, while without cargo battens, in view of no cargo battens having been fitted to vessel sides.