

F.E.

Received by Chief Ship Surveyor

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SEL'S NAME Steel 25. "HAGUE MARU" Rpt. Kobe No. 2766

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, 24/6/92.)

Transverse No. 83.4 Depth "d" 19.3

Staging: Table No. 2 page 7 Description Frames & Reversed frames.

Longitudinal No. 33968

Proportions  $\frac{\text{Length}}{\text{Depth}} =$  10.1

Bridge 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) as recommended.

2 Dks (steel).

Cell DB 358' 980t. DTA 27' 767t. FPT 106t. APT 26t.

FK. 7BH. Conn. A+C.P. PAO, B137, F 46'

*M. A.S.*  
26.5.20

It is concluded that a webframe is fitted in the Engine & Boiler space as required, equivalent strengthening adopted, that semi-lux beams are fitted to deep bank & collision bulkheads, that the sheerstrake is double at ends of bridge, that the within in both of upper & stringer plate is as required, that the steel used in construction has been manufactured at approved steel works & tested as required, that the height of web bunker openings are as required, that the cables have been tested at a machine which has been examined & reported upon, that cargo buttons are fitted in holds & tween decks as shown on plan, but the Surveyor is not required to state if this is so.

Upper B  
Angle,  
In way of

8500-186800-0058  
608473-008981-0058

