

Received by Chief Ship Surveyor

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VESSEL'S NAME *Steel S.S "GINYO MARU"* Rpt. *Yka* No. *2881*

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. *90* Depth "d" *17.5*
Framing: Table No. *3* Description *Channels*
Longitudinal No. *40050*
Proportions Length = *11.13*
Depth =

Shelter

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) Shelter Deck* with freeboard, as recommended. The Summer freeboard of *12'-6 1/2"* from centre of disc to top of statutory deck line at *Shelter* 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 (Steel) v Shelter Dk (Steel 115)

*Cell IB 386' 1562t, ITa 15' 393t, MT 15' 430t, FPT 84t, APT 66t
FK, 78t to Shelter Dk, Cam, Av. CP. 49' on Shelter Dk.*

It is concluded the amendments to the scantlings of the ~~retained~~ frames of the double bottom, shelter deck beams and collision bulkhead stiffeners have been approved and that arrangements are provided for draining the S'pave above the fore peak tank but the Surveyor should be requested to state if this is so; they should also state whether oil fuel is to be carried in the double bottom, as cargo only and not for burning and whether the requirements of Section 49 of the Rules have been complied with.

[Signature]

[Signature]
26-10-21

