

See Paid**F.E.**
(FBD.)

Received by Chief Ship Surveyor

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VESSEL'S NAME Single Sc. M.V. "AZUMA MARU"

Rpt. Nag. No. 2336

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.)

	Metric.		
1st Long. No.	1722	Depth "d"	5.515 Metres
2nd Long. No.	4382	Proportions = $\frac{L}{D}$	11.38
Framing	Framing as approved	Sheerstrake	As approved

Tonnage opening filled.

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"**

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, 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 extract, to be inserted in the certificate of classification.

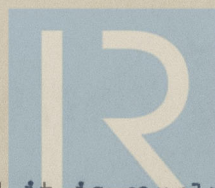
1 Dk. and Shelter dk. 3rd Dk. except in after hold.
"Carrying cargo oil F.P. above 150°F in Deep Tanks"

Cell.DB 357' 1618t, DPs a 42' 1360t, FPT 55t, APT 149t.

FK, 8BH(Coll.BH to Shelter dk. 7BH to 2nd dk.), pt.cem.,
Lloyd's A & CP.

F 39'.

O.L.485.42'.



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Lloyd's Register

The Surveyors should be informed it is concluded the thickness of the double bottom floors in the Engine Room is 12 m/m as approved.
+ as per plan of ship as built.

009301-009310-0060