

Gross Tonnage
Less Crew Space
Less above Crown of

139.97

Depth "d," at middle of length (See Secs. 2 & 13) ...
Proportions—Deaths to Length—Upper Deck Beam at

11.52

Managers
(Where necessary to be entered in Reg. Book.)

F.E.

Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME STEEL S.S. "KOHYO MARU" Rpt. Nag. No. 1249

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.

verse No. 71.25 Depth "d" 16.25'

Table No. 3 page 15 Description Bulb angle as approved.

Longitudinal No. 22158

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad} = \underline{9.01}$

Edge Deck Sheerstrake as approved

This vessel appears to have been built in accordance with the approved plans, and it is submitted she is eligible to be classed 100 A.1. (steel) as recommended.

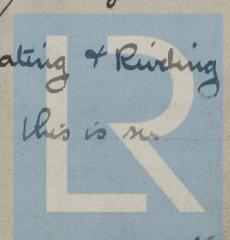
1 Dk. (steel) 2" Dk (steel, except in No 2 Hold)

Cell DB 264' 622t. FPT 82t. APT 78t.

FK. 5BH. Cem. AYCP P21', B 7B', FAT.

M *ees*
12-11-19

It is concluded, ^{see letter 15/1/20} semi box beams have been fitted to Collision Bulkhead as sister vessels, and that the Bridge side Plating & Riveting is as approved, but the Surveyors should be requested to state if this is ^{correct}



Lloyd's Register
Foundation

004418-004427-0063

Angles on upper edge					
Spacing					
BEAMS Bridge Deck					
	alternate for	alternate for		Tie Plates	
				Deck, Material and thickness	Steel & 5'0P. 34