

Received by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

VESSEL'S NAME Steel Screw M.S. "CANBERRA MARU" Rpt. Kob. No. 9607

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.)

Longitudinal Metric System
Transverse No. 1408

Depth "d" --

Framing: Table No. _____ Description Bulb angle frames as approved

Longitudinal No. 3648

Proportions $\frac{\text{Length}}{\text{Depth}} = \underline{11.64}$

Deck Sheerstrake As approved

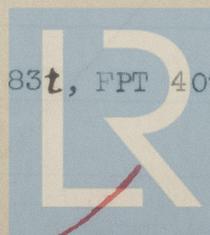
This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100A1 "with freeboard," as recommended. The Summer freeboard of See from centre of disc to top of ~~statutory~~ Verification Form deck line at deck, now marked 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. 3rd Dk. except in aftermost hold

Cell. DB 327' 939t, Tanks in way of tunnel 83t, PPT 40t, APT 14t.

FK, 8 BH, Lloyd's A & CP.

F 39'



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[Signature]
24.7.36

P.T.O.

"CANBERRA MARU"

-2-

that the steel wires have been heeled as required &
It is concluded that the after ^{after} peak bulkhead stiffening is as approved
but the Surveyors should state if this is so.

See

Y

Submarine



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