

F.E.

by Chief Ship Surveyor

Received from Chief Ship Surveyor

S NAME Steel S.S. "HOFUKU MARU". Rpt. Kob. No. 2411

marks 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, 24/5/32.)

nsverse No. 79

Depth "d" 16.0

ming: Table No. 3 page 14.

Description Bulb angle as approved.

gitudinal No. 30415

Proportions $\frac{\text{Length}}{\text{Depth}} = 10.7$

k Sheerstrake as approved.

This vessel appears to have been built in accordance with the
 es and the approved plans, and it is submitted she is eligible to
 "classified 100 A.1. (Steel) Awning Dk. with freeboard," as
 ommended. The Summer freeboard of 9' 3½" from centre of disc
 top of statutory deck line at Awning deck, now marked on the
 sel's sides, to be inserted in the classification certificate, and
 orded in the Register Book, and further, the remaining freeboards,
 shown on the accompanying verification form to be inserted in the
 tificate of classification.

2 Dks. (Steel) and Awning Dk. (Steel).

Cell DB 334' 1118t. FPT 126t. APT 93t.

FK. Collision BH to Awning Dk. 5 BH to Upper dk. Cem. A. & C.P.

It is concluded that the stiffeners on collision bulkhead
 are in accordance with the approved plan or equivalent
 details, but the Surveyor should state if this is so.

7. 3. 19.

Lloyd's Register
Foundation

069721-009729-0141