

F.E.

Received by Chief Ship Surveyor \_\_\_\_\_

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME Steel S. M. S. "NOTO MARU" Rpt. Mag. No. 1999

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).

1<sup>st</sup> Longt. Transverse No. 15372

Depth "d" \_\_\_\_\_

Framing: Table No. -Description Channel Frames, as approved.2<sup>d</sup> Longitudinal No. 43190

Proportions Length 12.95 to Upper Deck.  
Depth = 10.50 to Bridge Decks.

~~Deck~~ Sheerstrake as approved.

The Deep Tanks have been examined and, together with the double bottom tanks in way, tested, prior to carrying cargo oil in bulk.

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. "Carrying Cargo Oil, flash point above 150°F, in Deep Tanks. 2 Dks.

COB 354' 1379t, DTs a 42' 1527t, wing tanks in way of tunnel 82t, FPT 81t, APT 78t.  
FK. 8BH. ft. cum, Lloyd's A+CP.

P 23', B 171', F 41'.



Resk. *[Signature]*  
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L.O.

For Classical