

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME Steel T.S.S. "HAKONE MARU". Rpt. Nag. No. 1341

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.)

of Survey

Transverse No. 99 Depth "d" 23'  
 Framing: Table No. 3 Description - Channel and reversed frame  
 Longitudinal No. 49005 Proportions  $\frac{\text{Length}}{\text{Depth}} = 10.76$

Bridge Deck Sheerstrake as approved.

The report has been checked as far as possible from particulars given in the scantling sheet in this Office as the approved plans have not been forwarded by the Surveyors and office copies of same are not available.

The Surveyors state the vessel has been built in accordance with the approved plans, and it is concluded the plans forwarded with the report are copies of these, but the Surveyors should be requested to state if this is so.

In the circumstances it is submitted for the consideration of the Committee whether the vessel might be classed 100A1 (Steel) as recommended.

\* 100A1 (Steel)

2 Dks. (Steel UWS) 3rd Dk. (Steel) in Nos. 1, 3 & 4 holds.

Cell DB 416' 1877t, Tanks at sides of tunnels 6' 90t, FPT168' APT110t

FK, 9BH, Cem Lloyd's A & C P, P94' B186' F56'

*[Handwritten signature]*

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It is also concluded the ceiling in way of the double bottom tanks that are intended to carry bean oil is laid as required by Section 49 of the Rules, the thickness of the stiffeners on the bulkhead on frame No.137 and thickness of F strake of shell plating at the forward end are as shown on the plans and not as stated but the Surveyors should be requested to state if this is so.

*M* *(Signature)*

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