

3m.10.47.

Harima S.B. & E.Co.Ld. A.L. O.L. Japan.Yard No. 453.**F.E.**

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

GB

VESSEL'S NAME Tanker "NICHIEI MARU" REPORT Kob. No. 322**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.)

1st Long. No. 20701

Depth "d".....

2nd Long. No. 58247Proportions =  $\frac{L}{D}$  13.81Framing As approvedSheerstrake 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 EL00A1 "Carrying Petroleum in Bulk"

"Fitted for oil fuel 1<sup>st</sup> 50, F.P. above 150<sup>th</sup> F"

1 Dk. "Longitudinal framing at bottom & at deck" "Elec. welded except bilge & sheerstrake seams & deck stringer angle"  
Cell DBuE 42' pt F.W. pt O.F; Dta O.F; Dtf O.F; FFT 304t, APT 84t.  
FK, 15BH, pt Cem, Lloyd's A & CP  
P 128' B 42' F 85'

Mchy Aft  
O.L. 566.2'

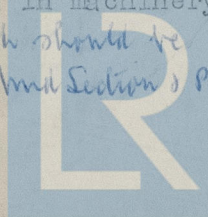
ESD  
Radar

ht

(2/16) RED



IT IS FURTHER SUBMITTED the Surveyors should be requested to furnish, in all future similar cases, approved plans of the collision and after peak bulkheads, and details of the double bottom arrangements in machinery space, in addition to those furnished in this case, which should be in future approved plans and not "As Fitted", other than mid section's profile decks.



Lloyd's Register  
Foundation  
29.6.51.