

e.7.16.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel Screw M.S. "KINUGASA MARU" Rpt. Kob. No. 9468

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 Longitudinal

Transverse No. 18037Depth "d" 17.22

Framing: Table No. \_\_\_\_\_

Description Channel frames as approved2nd Longitudinal No. 45501Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{11.24}{}$ ~~Deck~~ Sheerstrake As approved

This vessel is similar to the "KIYOSUMI MARU", Kob. 8786

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~~ "Carrying cargo oil F.P. above 150° in Deep Tanks" as recommended. The Summer freeboard of See from centre of disc Verification Form to top of ~~statutory~~ 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.

1 Dk. &amp; Shelter Dk. 3rd Dk. except in aftermost hold.

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Cell. DB 359' 1416t, DTs a 51' 1378t, Tanks in way of Tunnel 30' 133t, FPT 73t APT 186t

FK, 8 BH (Coll. BH to Shelter Dk. 7 BH to 2nd Dk.) pt Cem, Lloyd's A &amp; CP

F 43'

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