

Kawasaki Dockyard. Kobe.

Yard No. 913.

Ship Surveyor

Received from Chief Ship Surveyor

NAME s.s. "NIPPON MARU"

REPORT

Kob.

No. 682

remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

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.

Plating .. As approved.

Sheerstrake .. As approved.

419.94' B. 56.76' 32.15'to Upper Dk Proportions 13.1 to Upper Dk
40.2' to Bridge Dk 10.43 to Bridge Dk

During fitting out damage was caused by a typhoon, permanent repairs were effected to shell plating and frames.

The scantlings and arrangements, as reported, conform with the Society's Revised Rules and Regulations, and are in accordance with or equivalent to those shown on the approved plans.

It is therefore submitted the ship is eligible to be classed:-



1100A1 "Fitted for oil fuel 11,51 F.P. above 150°F"
11,51 Kob. "Carrying vegetable oil in deep tank aft"

2 Dk "pt Elec. welded"
Cell DB 322' W.B. 1012t, pt F.W. Tanks in way of tunnel 42' 294t;
DTA 34' 965t; FPT 74t; APT 69t. pt F.W.
FK, 7BH, Cem, Lloyd's A & CP
P 28' B 164' F 41'
O.L. 454.2'
ESD
Radar
"at"
"2"

2/7/52
REVISED CERTIFICATE

It is further submitted the Surveyors be requested to confirm the size given for the frames from 1/2 length forward to 15% length from stem as they do not agree with the profile and deck plan.

It is concluded that the number of strakes of side plating excluding the sheerstrake and strake below sheerstrake is three and not four as stated on the report.

13.6.52.



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