

5c,7,16.

F.E.

Received by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

VESSEL'S NAME M.S. "KONGO MARU" Rpt. Kob No. 8981

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. 18036.61 Depth "d" 17.21

Framing: ~~Table No.~~ Bulb angle Description -
frames as approved

2nd Longitudinal No. 45501.25

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{\text{11.24}}{\text{}}$

Deck Sheerstrake as approved

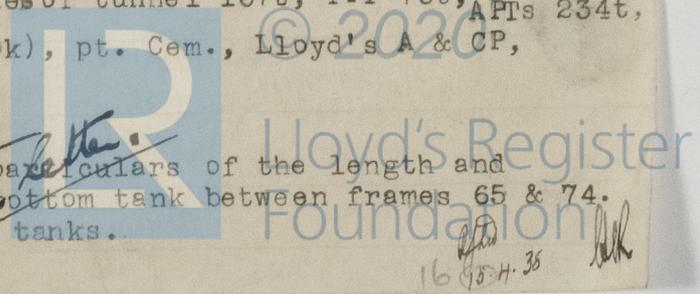
1800-805010-205010

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 "Carrying cargo oil F.P. above 150' F in deep tanks" with freeboard, "as

recommended. The Summer freeboard of see from centre of disc verification to top of ~~statutory~~ deck line at form 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 & Shelter Dk, 3rd Dk except in aftermost hold, Cell DB 359' 1420t, DTs, a 49' 1382t, Tanks at sides of tunnel 167t, FPT 76t, APTs 234t, FK, 8 EH (Coll EH to Shelter Dk, 7 EH to 2nd Dk), pt. Cem., Lloyd's A & CP, F 34', Rudder electrically welded

The Surveyors should be requested to forward particulars of the length and capacity in tons of salt water of the double bottom tank between frames 65 & 74. and to confirm the capacity of the after peak tanks.



16/5/35