

Kawasaki Dockyard, Kobe, Japan.Yard No. 912.

d by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME Motor Tanker "SEIHO MARU" REPORT Kob. No. 743

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.)

Framing .. As approved.

Sheerstrake .. As approved.

L. 547.9' B. 72.18' D. 40.03' Proportions 13.7

Two longitudinal bulkheads are fitted.

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:—

Local "Carrying Petroleum in Bulk"
1,52 Kob.

1 Dk "Longitudinal framing at bottom & at deck" "pt Elec. welded"
Cell DB 90' pt O.F. pt F.W. Wing tanks in mchy space O.F; Dta O.F;
Dtf 40' 829t; FPT 220t; APTs pt W.B. 28t pt F.W.

FK. 15BH, Lloyd's A & CP

P 120' 127' B 39' F 52'

Mchy Aft

O.L. 587.8'

ESD

Radar

"1"

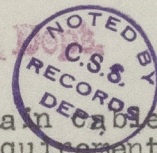
27/8

REVISED CERTIFICATE

C.S.S. Records

to note.

Dia. chain cable above
Rule requirements.



It is further submitted the Surveyors be advised it is concluded the thickness of the upper deck stringer plate is 25 mm and length of poop 120', and not as reported, but this should be confirmed.

It is also concluded the bridge deck stringer plate is 8 mm and plating $7\frac{1}{2}$ mm, but this also should be confirmed as the information has been omitted from their report.

See letter
dated 31/7/52



R.S.P. 2021

19.7.52.

Lloyd's Register
Foundation