

Mitsubishi Heavy Industries Ltd.,
Nagasaki Shipyard and Engine Works.

Yard No. 1413

F.E.
(FBD.)

by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

SEL'S NAME S.S. "HAKUBASAN MARU"

REPORT

Kob

No 89

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. 14084

Depth "d" -

2nd Long. No. 37260

Proportions = $\frac{L}{D}$ 11.43

Framing Channels As approved

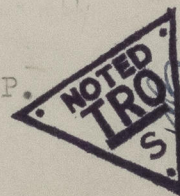
Sheerstrake As approved

A tonnage opening has been fitted, but the scantlings have been approved for an increase in draught of about 27" in the event of the tonnage opening being closed and the bulkheads extended watertight to the weather deck.

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 ~~ELCOAL~~ "With freeboard" "Carrying oil ~~or vegetable~~ FP above 150°F or vegetable oil in deep tank aft"

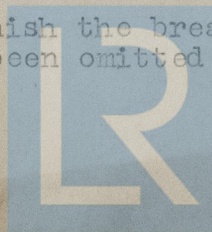
The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

1 Dk & Shelter dk, "pt Elec. welded"
Cell DB 328' 1129t, FFF 105t, APT 124t, DTA 31' 1079t.
FK, 7BH (1 to Sh dk, 6 to 2nd dk), pt Cem, Lloyd's A & CP.
F 38'
O.L. 431.8' Cell
ESD
"at" for feas.
2 1/8"



It is further submitted the Surveyors be advised it is concluded 2 @ 90 fathoms 2 1/4" circ. S.W. hawsers and 2 @ 90 fathom 7 1/2" circ. hemp warps have been placed on board, but this should be confirmed.

They should be requested to furnish the breaking test applied to the 5" circ. stream steel wire, which has been omitted from their report.



Lloyd's Register
Foundation

011304-011315-0118 1/2

'HAKUBASAN MARU'

They should be referred to the approved and "as built" plans on which a deep tank aft (frs 49 to 60) for the carriage of cargo oil is indicated.

If this tank is fitted in the vessel they should state whether the applicable Rule requirements respecting same have been complied with and whether oil with a flash point above 150°F or vegetable oil is to be carried and to furnish its capacity in tons S.W.

*Yes
See letter.*

X

Yal
7.3.50
J.C.D.
GM



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