

F.E.

ived by Chief Ship Surveyor

Received from Chief Ship Surveyor

SSSEL'S NAME Steel S.S. "LUSHAN MARU". Rpt. Yka. No 2755.

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.)

Transverse No. 65.5

Depth "d" 11.75.

Framing: Table No. 3

Description Bulb angles.

Longitudinal No. 18634.

Proportions $\frac{\text{Length}}{\text{Depth}} = 9.33.$

Bridge Deck Sheerstrake as approved.

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 100 A.1. (Steel)

2 Dks. (Steel u.ws.)

Cell.D.B. 230', 580t., DT 18', 208t., FPT 39t., APT 15t.

FK., 4 BH., Cem., A.& C.P., P 37'., B 100'., F 36'.



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2.

It is concluded the side girder top angles are as required by the rules, the thickness of the Upper deck stringer at ends, and thickness of L strake amidships and the thicknesses of the floors in the fore peak are as approved, and not as stated; the thickness of the lower plating of the after peak bulkhead is .42 inches as shewn on the amended plan of the bulkhead, and that the second and bridge ^{Forecastle} deck beams are bulb angles.

It is also concluded arrangements have been made for draining the fore peak tank top, but the Surveyors should be requested to state if this is so.

*Shipped in
S. G. Little
4/6/21*

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24. 2. 21.

Ln. 1/3/21



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