

F.E.

Ship Surveyor

Received from Chief Ship Surveyor

ME Steel S.S. "OHIO MARU" Rpt. Kobe No. 2859

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 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.

verse No. 79 Depth "d" 16'0"

g: Table No. 3 page 14 Description Bulk angle as approved

udinal No. 30415

Proportions Length = 10.7
Depth =

Sheerstrake as approved.

The weight of the Kedge Anchor is slightly less than required but collective weight of the Anchors is in excess of that required by table 31. is submitted the Anchor might be accepted.

Other respects

This vessel appears to have been built in accordance with the and the approved plans, and it is submitted she is eligible to classed \otimes 100 A.1. (steel) "Awning Dk. with freeboard," as amended. The Summer freeboard of 9'-3 1/2" from centre of disc top of statutory deck line at Awning deck, now marked on the el's sides, to be inserted in the classification certificate, and rded in the Register Book, and further, the remaining freeboards, hown on the accompanying verification form to be inserted in the ificate of classification.

2 Dks (steel) \otimes Awning Dk (steel)

Cell DB 334' 1118t. FPT 126t. APT 93t.

FK. Collision BH to Awning Dk. 5 BH to upper Dk. Cem. AYCR

It is concluded the collision bulkhead extends watertight to Awning Deck as required by the rules, but the Surveyors should be requested to state if this is not

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Lloyd's Register
Foundation

BEAMS, Poop Deck
Tee F
Angles
Spacing