

5c.7.16.

F.E.

by Chief Ship Surveyor

Received from Chief Ship Surveyor

Vessel's NAME STEEL S.S. "HEINAN MARU" Rpt. Kobe No. 2576

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. 70.0Depth "d" -Naming: Table No. -Description Longitudinal FramingLongitudinal No. 24150Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad} = \underline{9.54}$

Edge

Deck Sheerstrake and other scantlings as approved for vessels built on the Longitudinal System.

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 \star 100 A-1. (steel) "Shelter Dk. with freeboard," as recommended. The Summer freeboard of 4'-10½" from centre of disc to top of statutory deck line at Shelter 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. (steel) and Shelter Dk (steel) & Webframes. Longitudinal Framing.

Cell DB 294' 10975. BTA 32' 6905. FPT 1155. APT 295.

FK Collision BH. to Shelter Dk. 5BH to Upper Dk. Conn. A/C.P.

P 30', B 98', F 34' on Shelter Dk.

It is concluded, the rivets in Transverse shell Plugs are spaced 5 diameters apart as approved & as in sister vessels, but the Surveyors should be requested to state if this is so.

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