

1,500,119.

F.E.

Received by Chief Ship Surveyor \_\_\_\_\_

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME Steel S.S. SEIKAI MARU Rpt. Kbe No. 3051

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. 71 Depth "d" 17.25

Framing: Table No. - Description Longitudinal framing

Longitudinal No. 21655

Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{8.9}{1}$

Bridge 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) as recommended

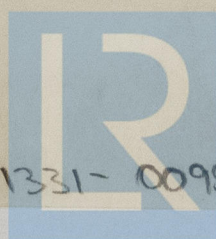
2 Dks (Steel) & Web frames. Longitudinal framing  
Cell DB 255' 510t, ITa 25' 511t, FPT 76t APT 20t.  
FK, 5BH to Upper Dk, 1BH to 2<sup>nd</sup> Dk, Cam, A & CP, P 19', B82', F32'

*See letter 4521*

*M*

*22.2.21*

It is concluded the thickness of the upper Dk stringer in the bridge is as approved and that the side transverse floor bars are bulb angles and not angles as stated but the Surveyor should be requested to state if this is so.



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