

Received by Chief Ship Surveyor

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VESSEL'S NAME STL. S. S. KWAYO MARU Rpt. Prob. No. 4187

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. 70.0 Depth "d" 12.25
Framing: Table No. ✓ Description Longitudinal Framing
Longitudinal No. 24150
Proportions Length = 17.10
Depth

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 ✱ 100 A.1. (Steel) Shelter Dk. with freeboard," as recommended. The Summer freeboard of 55.7 ins. 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) + Shelter Dk (Steel) + Webframes + Longitudinal framing
Cell D.B. 294' 1118t, DTA^{32'} 690t, FPT 115t, APT 29t
FK, Collision BH to Shelter Dk, 5 BH to Upper Dk, Gen, Lloyds A+C.P,
P 30', B 99', F 34' on Shelter Dk.

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-P.T.O.-

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11.9
30.1.24

It is concluded that the spacing of the rivets in the shell butts, the size and spacing of rivets through the frames and the weight of the chain cable are according to Rule; that a stream chain or wire has been supplied of rule size and test, that the number and size of the longitudinal frames are as approved; that the length of forward and after portions of the D.B. are as shewn on plan, and that the height of the coal bunker openings and the means of securing the lids to same are satisfactory, but the Surveyor should be requested to state if this is so and to forward the forging reports.

J.S.



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