

W184 - 0126

F.E.

Sec. 7, 16.

Received by Chief Ship Surveyor .....

Received from Chief Ship Surveyor .....

VESSEL'S NAME Stt. Sc. "KANO MARU" Rpt. Yka No. 5343

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.)

1st. LONG. Transverse No. 18027 Depth "d" 11'23"  
 Framing: Table No. - Description Bulb Angle frames, as  
 Longitudinal No. 45477 approved.  
 Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{11'23"}{11'23"}$   
 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** Carrying Cargo oil F.P. above 150°F. in Deep Tanks with freeboard," as recommended. The Summer freeboard of see verification form from centre of disc to top of statutory ~~deck~~ line at 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, Shelter Dk, 2nd Dk except in after hold.

Cell DB 343' 1366t, DT's a. 49', 1364t, Tanks at sides of tunnel 187t, FPT 72', APT 71'  
FK, 8BH (Coll BH to Shelter Dk 7BH to 2nd Dk), Lloyds A & C.P.  
F. 39', Rudder electrically welded.

The Surveyors should be informed that in all future similar repairs their recommendations should include all notations such as "Rudder electrically welded", "Carrying Cargo oil" &c "in Deep Tanks".

SOME FIGURES, INTERICES and spacing .....

REVERSE YES

Bridge Deck, Angle, ☐ or ☐



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