

Gross Ton  
Less Crew S  
Less above C  
D

50,7,16.

F.E.

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

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

VESSEL'S NAME STEEL S.S. "SCOTLAND MARU" Rpt. Kobe No. 2632

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. 79 Depth "d" 16-0'

Framing: Table No. 3 Description Channels as approved

Longitudinal No. 30415

Proportions  $\frac{\text{Length}}{\text{Depth}} =$  10.7

Auming  
Deck Sheerstrake as approved

RETAIN

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  $\otimes$  100 A.1. (steel) "Auming Deck with freeboard," as recommended. The Summer freeboard of 9-3 1/2' from centre of disc to top of statutory deck line at Auming 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.

2 Dks (steel) and Auming Dk (steel)

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

FK. Collision BH to Auming Dk. 5 BH to Upper Dk. Conn. AYCF.

*[Handwritten signature]*

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AES  
20-12-19  
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Lloyd's Register  
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