

1m, 12, 15.

F.E.

Received by Chief Ship Surveyor

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VESSEL'S NAME *Steel S S " Belfast Maru* Rpt. *Kob* No. *3575*

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. *82* Depth "d" *15.92*
Framing: Table No. *3* Description *Bull Angles*
Longitudinal No. *33210*

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{10.95}{1}$

Awning

Deck Sheerstrake *as approved.*

Endorsement regarding electric welding of tank top seams in way of deep oil fuel tank attached to report on Sister Vessel " Venice Maru "

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 A1 (Steel) Awning Deck* with freeboard," as recommended. The Summer freeboard of *111.3 inches* from centre of disc to top of statutory deck line at *Awning* 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) & Awning DK (Steel)

Cell DB. 342' 12345, DTA 35' 7245, FPT 1045, APT 365.

FK Collision BH to Awning DK, 5BH to Upper DK, pt Cem, A + CP, F 33' on Awning DK

W542-0172

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Lloyd's Register
Foundation
RAM
11-7-22

DECKS, DECK BEAMS, Angle, Bulb Angle, Plate,
Tee Bulb or Channel
Angles on upper edge

Tie Plates
Deck. Material and thickness