

F.E.

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME *Steel S.S. "BALTIMORE MARU"*

Rpt. *Kob*

No. *3165*

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 & Channels with reversed frame*

Longitudinal No. *33210*

Proportions Length = *10.95*
Depth =

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. Awaiting Dk* with freeboard," as recommended. The Summer freeboard of *9.5"* from centre of disc to top of statutory deck line at *Awaiting.* 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) & Awaiting Dk (Steel)

Cell DB 342' 1234t, DTA 35' 724t, FPT104t, APT 36t

FK, Collision BH to Awaiting Dk, 5BH to Upper Dk, pt Cam, A+CP, F33' on Awaiting Dk

So Ctr 2.9.1

It is concluded the amended thickness of the web frame face bars has been approved; the framing in the machinery space is as approved and the stiffeners on bulkhead N°35 are as approved and not as stated; the riveting of the tank top Centre Strake, thickness of deck plating in wing of openings and scantlings, arrangement of the deep tank bulkhead on frame N°58 are as approved but the Surveyor should be requested to state if this is so.

W681-0741