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by Chief Ship Surveyor

Received from Chief Ship Surveyor

L'S NAME STEEL S.S. "NEW YORK MARU" Rpt. Kob. No. 2514

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. 79Depth "d" 16.0Naming: Table No. 3, page 14Description Bulb Angle as approvedLongitudinal No. 30415Proportions  $\frac{\text{Length}}{\text{Depth}} =$  10.7

Dk 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. (Steel) Awning Dk. with freeboard," as recommended. The Summer freeboard of 9'-3 1/2" from centre of disc 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, shown on the accompanying verification form to be inserted in the certificate of classification.

2 Dks. (Steel) & Awning Dk. (Steel).Cell DB 334' 1118t. FPT 126t. APT 93t.FK. Collision BH. to Awning Dk. 5 BH to upper Dk. Cem. A&C.P.

It is concluded that the Chain Cables are 2 3/16" diameter, as required by rules, but the Surveyor should be requested to state if this is so.

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Lloyd's Register

Foundation

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