

...ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl. T.S. M/V "KWANTO MARU"* Rpt. *YKa* *DM* 3436 No. 4588

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.)

P. Long
Transverse No. *18285* Depth "d" *1*
Framing: Table No. *✓* Description *Sub angle frames as approved*
Longitudinal No. *46575*
Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{11.57}{1}$
Deck Sheerstrake *as approved*

Revised Rules

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)* with freeboard," as *altered for carrying oil (9.30) F.P. above 150° F for deep tanks (see letter dated 8.12.30)* recommended. The Summer freeboard of *12ft 04in* from centre of disc

DM
29.12.30

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.

D¹⁰⁰ (Stl) 3rd D¹⁰⁰ (Stl) except in after hold.

*Cell D.B 318 1317t, Tanks in way of tunnels 650t, D.T.s a 4H 1017t, F.P.T. 88t, A.P.T. 86t.
F.K, 8 B.H. (1 B.H. to 3rd D¹⁰⁰). Lloyds A.C.P.
F 36'.*

