

now "M. S. Dollari"

F.E.

Received by Chief Ship Surveyor 11.5.17

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

VESSEL'S NAME Sheelas Hako date Rpt. Kobe No. 1999

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. 93.75Depth "d" 19.33Framing: Table No. 3 pageDescription Bulls angles as approvedLongitudinal No. 44531Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{11.66}{1}$ Deck Sheerstrake as approved

Large buttons are not fitted in Shelter  
two Dks.

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 \* 100A-1 (Steel) Shelter Deck with freeboard," as recommended. The Summer freeboard of 11' 7" from centre of disc to top of statutory deck line at Shelter 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.

\* 100A-1 (Steel) Shelter Dk with freeboard

2 Dks (Steel), &amp; Shelter Dk (Steel) 3' 6" (steel in nos. 1 and 2)

Cell DB 402 18096 DT45.788. FRT. 102 CRT 576

FK 8BH. Cam. Lloyd's Reg. P 36 F 38 - Shelter Dk

The Certificate of Classification, to be endorsed  
"Large buttons not fitted," and the same  
notation to be printed in the Register Book.

Lloyd's Register  
Foundation

M592-01614 1/2

P.T.O.



SS Hakodate

now "War King"  
as per Owners

The surveyors should be informed it is concluded  
the stringers and deck plating amidships & the 3<sup>d</sup> deck  
plating forward are as shown on the approved plan,  
and also that the thickness of the intermediate  
bracket plates at the margin plates & the  
size of the stiffeners to the lower parts of the  
collision & deep tank bulkheads are as approved  
for the sister vessel but they should state  
if this is so.

M  
14<sup>5</sup>17



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W592-01642