

1.18.

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S.S. KISHU MARU*

Rpt. *Ksl*

No. *3052*

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, 24/5/32.)

Transverse No. *65.5*

Depth "d" *11.92*

Framing: Table No. *3*

Description *Bull angle as approved*

Longitudinal No. *18634*

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{9.3}{}$

Bridge 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. (Steel)**

2 Dks (Steel UWS)

Cell DB 240' 624t, IT 18' 232t, FPT 36t APT 22L

FK, 5BX, Cen, Av C, P45 B100' F34'

See letter 23.4.21

M
HA
22-2-21

606248-06257-0174

It is concluded the thickness of the upper Dk sheerstrake in the bridge, the scantling arrangements, the thickness of the inner bottom plating where no intermediate reversed frames are fitted are as approved and that the riveting in the butts of the inner bottom plating is as required by the Rules ~~also that the height of the cast steel heads of the lower anchors including pins and accessories equals three fifths of the height of the anchor~~ but the Surveyor should be requested to state if this is so. He should also be requested to state whether a hand pump or other efficient means are provided for bracing the fore peak flat.

BEAMS, Bridge Deck, <i>angle</i> Bulb Angle, <i>Dist</i>	8	35	24	8	3	.42	Forecastle Deck Stringer Plate, b'dth & th'kns	28" x .32
<i>Dist</i>							Angle on ditto	3 x 3 x 3/4