

fees paid

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Single Screw M.V. "KAIJO MARU" Rpt. Yka. No. 6235

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, 24/6/92.)

1st Long. No. 17631 Depth "d" -

2nd Long. No. 46320 Proportions = $\frac{L}{D}$ 12.54

Framing Transverse side framing Sheerstrake As approved
Longitudinal framing at bottom (plus Owners' increase)
and at deck.

This is generally a sister ship to the "HOYO MARU"

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 100A1 "Carrying petroleum in bulk"

1 Dk. 2nd Dk. clear of cargo tanks "Longitudinal framing at bottom and at deck"

Cell.DBuE 48' 169t.

Dtf 36' 292t, FPT 186t, APT 143t.

FK, 14BH, pt.cem., Lloyd's A & CP.

P 137', B 37' F 40'

Machy. aft

O.L.494.3'

*see yka letter dated 29/12/37
24/1/38.*

[Handwritten signatures and date] 23.11.37

The Surveyors should be informed it is concluded that the fore peak tank will be used for water ballast only, and at the same time the Surveyors should be requested to state the length of the double bottom in the machinery space in accordance with Circular No.184.

