

F.E.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME *Ste S M/V* *SOYO MARU* Rpt. *YKa* No. *4647*  
*4640*

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).

*P. Long*  
 Transverse No. *13199* Depth "d" *✓*  
 Framing: Table No. *✓* Description *Bulk angle frames as approved*  
 Longitudinal No. *36439*  
 Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{13.05}{1}$   
 Deck Sheerstrake *as approved*

*Revised Rules.*

*Some damage to bottom plating forward, sustained during launching operations requires to be dealt with at the owners convenience.*

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

*Subject: - to damaged bottom plating forward being dealt with at owners convenience*  
 ✠ 100 A.1. (Steel) adapted for carrying oil (1.31) F.P. above 150°F in Deep Tank aft.  
 2 D<sup>100</sup> (Steel)  
 Cell D.B. 356' 1163t, D.T.a 41' 1120t, F.P.Ts 190t, A.P.T. 74t.  
 F.K, "1 tween deck bulkhead forward dispensed with; 6 B.H. to upper D<sup>c</sup>.  
 "2 B.H. to 2<sup>nd</sup> D<sup>c</sup>" *Lloyds A RCP.*  
 P 34', B 118', F 39'.

*It is concluded the thickness of the upper deck stringer plate in Bridge is as approved  
 the riveting of the upper deck sheerstrake butts in the wells are as approved  
 but the surveyors should be requested to state if this is so.*