

F.E.

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *S. S. "Kashin Maru"* Rpt. *Kob.* No. *4606*

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. *83.41*Depth "d" *19.65*Framing: Table No. *2*Description *Frame + reverse frame as appd.*Longitudinal No. *33968*Proportions Length = *12.5*
Depth =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 **✱ 100A1 (Steel)** as recommended.

*2 Dks. (Stl.)**Cell. D.B. 355' 1053t. D.T. a 27' 767t. F.P.T. 106t. A.P.T. 76t.**F.K. 7B.H. Com. Lloyds A+C.P. P. 40' B. 137' F. 46'*

It is concluded the rivets in the triple riveted bolts of the shell plating are spaced $3\frac{1}{2}$ diameters apart + that the sheerstrake is doubled at the ends of the bridge but the Surveyor should state if this is so. The Surveyor should also state the process of manufacture of the Steel.