

F.E.

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

REL'S NAME S.S. "Kashin Maru" Rpt. Kob. No. 4606

he 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.)

ransverse No. 83.41 Depth "d" 19.65

raming: Table No. 2 Description Frame + reverse frame as appd.

ongitudinal No. 33968

Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad} = \underline{12.5}$

Deck Sheerstrake as approved.

This vessel appears to have been built in accordance with the
ules and the approved plans, and it is submitted she is eligible to
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. 36t.
F.K. 7B.H. Com. Lloyds A.T.C.P. P. 40' B. 137' F. 46'

8100-460800-119800
008641-008649-0048

[Signature]
13-11-34

It is concluded the rivets in the treble 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.