

F.E.

by Chief Ship Surveyor *28/6/11.*

Received from Chief Ship Surveyor

EL'S NAME *Stl. S.S. Kinkasan Maru* Rpt. *Indb.* No. *6881.*

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, 24/5/92.)

Transverse No. *82.87*Depth "d" *18.62*Framing: Table No. *3, page 15*Description *Bulb angle as approved.*Longitudinal No. *31490*Proportions $\frac{\text{Length}}{\text{Depth}} = 10.1$ Bridge Deck Sheerstrake *asper Rule.*

To complete the Survey the short lengths of rubber piping on the line of piping to the topside tanks requires to be replaced with lead pipes, this it is understood will be done on the vessels arrival in Japan.

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, subject to the short lengths of rubber piping on the line of piping to the topside tanks being replaced with lead pipes on the vessels arrival in Japan.

✱ 100A1 ("Steel") Subject ^{to}*1 Dk (SEL) Cantilever framed, topside tanks**WB= cell DB= 126' 6" E 24' f 167' 104 2 1/2. Topside tanks 316' 175 2 1/2.**F.P.T. 103 1/2. A.P.T. 227 1/2.**FK 6 BH. Lem. Lloyds A+C.P. P. 38' B. 111' F 39'**16/11*

The Yokohama Surveyor should be advised regarding the piping to the topside tanks.

008691-008699-0092

