

Received by Chief Ship Surveyor \_\_\_\_\_

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME Steel S.S. "HAYRE MARU" Rpt. Kobe No. 2913

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, 24/5/92.)

Transverse No. 834 Depth "d" 19'3"

Framing: Table No. 2 page 7 Description Frames & reversed frames.

Longitudinal No. 33968

Proportions  $\frac{\text{Length}}{\text{Depth}} = \frac{\quad}{\quad} = \underline{10.1}$

Bridge 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 100 A-1. (steel) as recommended.

2 Dks (steel)

Cell DB 358' 980t. Dta 27' 767t. FPT 106t. APT 26t.

FK. 7BH. Cem. A & C.P. P 40', B 137', F 46'

*M. AEB.*  
23-8-20

It is concluded a webframe is fitted in the engine & boiler space as required or equivalent strengthening adopted, that the sheerstrake is doubled at ends of bridge & that the tests of 3rd Power Anchor, steel wire towline, hawsers & warps are as required but the Surveyors should be requested to state if this is so.

*see letter 5/1/16*

