

F.E.

Im. 12. 15.

by Chief Ship Surveyor 10.10.18

Received from Chief Ship Surveyor

L'S NAME Steel % "Kaisho Maru" Rpt. Kob No. 2285.

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. 83.41

Depth "d" 19.66

Diagramming: Table No. 2 page 7

Description Frames & reversed frames.

Longitudinal No. 33968

Proportions Length = 10.1  
Depth

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  $\frac{1}{2}$  100 A1 (Steel) as recommended.

2 1040 (SFE)

Ceel 10B 360' 982t. 10A27' 767t. FPT 106t. APT 26t.

FK. 7BH. Cem. ARCP. P.40' B137' F46'

M. M. 10.10.18

It is concluded that a web frame or other equivalent strengthening has been fitted in the Engine & Boiler space, and also that the middle line bulkhead in deep tank has been constructed & stiffened in accordance with a plan approved. But the Surveyors should be requested to state if this is so. & also whether the ends of the sheerstrake within the  $\frac{1}{2}$  length, clear of the bridge, are quintuple riveted & of the required breadth.

W1333-0104