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Steel Screw Steamer "BATAVIA MARU". No.20653 in the Register Book.  
4393 tons gross. Built: 1919-1mo.

Classed:            S100A1                            S1MC 11,38  
                     Shelter. dk. w. fbd.       TS 10,38 CL  
   12,37  
                     S.S.Osa.No.3-9,30  
                     S.S.Osa.No.1-34  
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Steel Screw Steamer "CHICAGO MARU". No.22179 in the Register Book.  
5866 tons gross. Built: 1910-3mo.

Classed:            S100A1                            S1MC 12,37  
   9,38                            TS 9,38 CL  
                     S.S.Osa.2nd.No.3-11,33  
                     S.S.Osa.No.1-37  
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Steel Screw Steamer "GANGES MARU". No.24866 in the Register Book.  
4382 tons gross. Built: 1918-2mo.

Classed:            S100A1                            S1MC 1,39  
                     Shelter.dk.w.fbd.            TS 1,39 CL  
   1,39  
                     S.S.Osa.No.3-11,30  
                     S.S.Osa.No.2-39  
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Steel Screw Steamer "MEXICO MARU". No.29686 in the Register Book.  
5785 tons gross. Built: 1910-10mo.

Classed:            S100A1                            S1MC 12,38  
   12,38                            TS 5,39 CL  
                     S.S.Osa.2nd.No.3-11,34  
                     S.S.Osa.No.1-38  
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Steel Screw Steamer "SURABAYA MARU". No.34393 in the Register Book.  
4391 tons gross. Built: 1919-1mo.

Classed:            S100A1                            S1MC 12,38  
                     Shelter.dk.w.fbd.            TS 12,38 CL  
   1,39  
                     S.S.Osa.No.3-10,34  
                     S.S.Osa.No.2-39  
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Owners:            Osaka Syosen K.K.                            Port: Osaka.

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The Second Special Survey No.2 became due on the  
"BATAVIA MARU" in September 1938, and has been partly held.

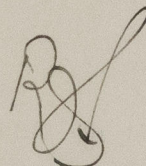
No surveys are due on the "CHICAGO MARU", "GANGES  
MARU" OR "SURABAYA MARU".

In the case of the "MEXICO MARU", permanent repairs  
on account of grounding in May last, require to be carried out, and  
on the 18th ultimo, the vessel's class was continued subject to these  
repairs being effected before the end of December next.



The Principal Surveyor for the Far East now forwards a copy of a letter from the Owners, to the effect that in view of the present service of these vessels they have decided to withdraw them from classification with this Society.

In the circumstances, the Classing Committee who had the cases before them on Wednesday, the 9th instant, decided to give instructions for the vessels' characters to be withdrawn from the Society's Register Book and Three Dots in each case (. . .) inserted in lieu thereof, indicating withdrawal of class at Owners' request.



10th August, 1939.



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