

F.E.

Inspected by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME *Steel S.S. "IWATESAN MARU"* Rpt. *Kob* No. *3256*

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, 24/5/22.)

Transverse No. *79* Depth "d" *16.0*
 Framing: Table No. *3* Description *Bull angle as approved*
 Longitudinal No. *30415*
 Proportions Length = *10.7*
 Depth =
 Deck Sheerstrake *as approved*

W471-0102

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) "Awning Deck"* with freeboard, as recommended. The Summer freeboard of *9' 3 1/2"* from centre of disc to top of statutory deck line at *Awning* deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

2 Dks (Steel) & Awning Dk (Steel)

*All Dks 25' 0" to 28' 1" of 16H 1017E, Dk 28' 6" to 28' 6" 1/2, FPT 119E, APT 68E.
 FK, Collision Dk to Awning Dk. 50H to 40H, Cms, Av CP.*

See letter 20-11-21

M
23-9-21

It is concluded the thickness of the upper deck stringer is as approved and not as stated and the figure given for the test of the stream anchor is a clerical error and that the test is as required, but the Surveyors should be requested to state if this is so. They should also be requested to state whether the double bottom in the boiler space has been tested and if not the length of the tank should be forwarded.