

Received by Chief Ship Surveyor

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VESSEL'S NAME Steel S.S. "Kanju Maru" Rpt. Kob. No. 3626

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. 87 Depth "d" —

Framing: Table No. — Description Longitudinal framing

Longitudinal No. 36540.

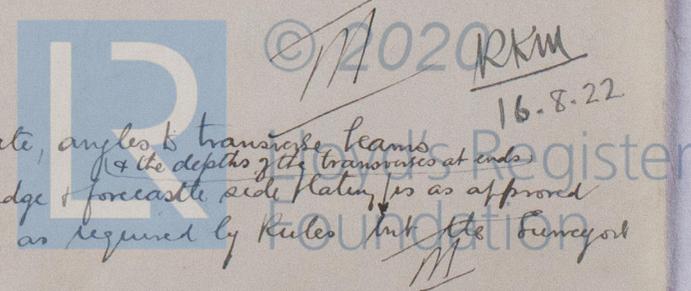
Proportions $\frac{\text{Length}}{\text{Depth}} = \frac{12.73}{—}$

Upper Deck Sheerstrake and other scantlings as approved for vessels built on the longitudinal system.

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) "Carrying petroleum in bulk."

2 DKs (Steel) + web frames. Longitudinal framing
 Cell DB. n E & B. 81' 155t, DTf 41' 375t, Tween DK tank aft 10' 46t.
 FPT 116t APT 26t.
 FK. 16 BH (11 BH to upper DK. 5 BH to 2nd DK) pt Cem. A TCF.
 P 117' B. 36' F 35' inclg Aft.

It is concluded the scantlings of side girders, ³⁰web plate, angles to transverse beams & the depths of the transverse at ends, O.T. Bulkheads, spacing of ribs in edges & bulk of poop, bridge & forecastle side plates, as approved also that all cargo oil tanks & cofferdams ^{had} been tested as required by Rules ^{in the presence of} should be requested to state if this is so.



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