W615-0141

1m,8,21.

F.E.

Received by Chief Ship Surveyor _____ *Received from Chief Ship Surveyor* _____

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 $\frac{\text{Length}}{\text{Depth}} =$ 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. & 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 & CP.

P 117' B. 36' F 35' Mchy Aft.

RKM 16.8.22

It is concluded the scantlings of side girders, bottom & margin plate, angles to transverse beams (& the depths of the transverses at ends) O.T. Bulkheads, spacing of rivets in edges & butts of poop, bridge & forecastle side plating, fo as approved also that all cargo oil tanks & cofferdams have been tested as required by Rules. Surveyor should be requested to state if this is so.