

COPY OF AIR LETTER

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, E.C.3

Reference: Ship

3rd April, 1952.

Dear Sirs,

"NISSHIN MARU" (Kawasaki Yard No. 910)

I duly received your letter of the 13th March, reporting the result of your discussion with the Owners regarding the freeboard assigned by the Japanese Authorities to the above ship. The points raised by the Owner have received careful consideration, and I have cabled you today as follows:-

"NISSHIN MARU REURLET THIRTEENTH MARCH CASE CAREFULLY EXAMINED
"BUT NOT CONSIDERED PRACTICABLE SUGGEST ACCEPTABLE REINFORCEMENT
"OBTAIN DRAUGHT THIRTYFIVE POINT THREESIX FEET OR MAXIMUM
"GEOMETRICAL DRAUGHT WITH TONNAGE OPENING CLOSED STOP ADVISE
"OWNER APPLY TO JAPANESE AUTHORITIES FOR REASSIGNMENT"

I await your further information on this subject as soon as there has been any development.

It is noted that with your First Entry Report on this case you have only forwarded two original approved plans (Midship Section, Profile and Decks) and that all the detailed plans listed on Page 4 of your Report are "As Built" plans. I shall be obliged if you will confirm by return whether the "As Built" detail plans forwarded are in accordance with the approved plans, and that ^{no} modifications from the approved plans have been embodied in the ship as built.

"KENRYU MARU" (Fujiwara S.S. Co's No. 25) ←

The remarks contained in the preceding paragraph apply also to your First Entry Report on this ship, and you should forward a similar confirmation regarding the detail "As Built" plans in this case also.

Further, in all future cases when "As Fitted" plans are sent with your First Entry Report, they should be endorsed by you as being in accordance with the approved plans.

Yours faithfully,

The Surveyors,
L.R.



pro Secretary.

Lloyd's Register
Foundation

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