



# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Dear Sirs,  
Telegrams Committee, Fen, London

10th June, 1952.

Telephone: ROYal 351 (6 Lines)

Please address further communications on this subject to THE SECRETARY.

I have to acquaint you that the Vessels named in your Reports of Survey, numbered below, have been classed as against the same expressed.

562, 689. As recommended.

"ASUMASAN MARU" RMC. I shall be glad to receive a reply to the enquiry contained in my Classing Letter of the 22nd January last.

589 "NISSHIN MARU". Action has been deferred pending the assignment of freeboards corresponding to the classification draught originally contemplated.

663 "NISSYO MARU". This vessel has today been classed "Carrying petroleum in bulk" with the appropriate notations recommended by you. It is concluded the longitudinal bulkhead plating is 14.5 to 11 mm in thickness, the deck transverses in the centre tanks are 850 mm in depth and the thickness of the collision bulkhead plating is 14 to 7 mm as shown in the "As built" plans, but I shall be glad if you will confirm this together with the fact that the steel used in the construction of the ship was manufactured by the Open Hearth process.

The "As built" plans are being returned to you under separate cover in order that they may be stamped and signed by you as certified copies of the approved plans. The sternframe certificate No.K.C348 and Rudder Bearing certificate K.C348-1 are also being returned for signature.

Yours faithfully,

Clerk to the Classification Committee.

The Surveyors,  
KOBE.



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Lloyd's Register  
Foundation

Are Frame and Reversed)  
Frame joggled?

No.

WELDED

Spacing