

COPY OF AIR LETTER

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, E.C. 3.

ssn.(S)

W V Dear Sirs,

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

569,606 As recommended.

R.M.C. 630 As recommended.

548 "TOMAN MARU" This vessel's class has today been reinstated BS* (Whaling Service, Bulk Oil Carrier) with the undermentioned notations:-

Reclassed 10,51
Docking date 10,51,
S.S. Kob. - 10,51,
A.S. 10,51,

MBS* 10,51,
Blr.S. 10,51,
NE & B* 10,51,
Pr.BS 10,51,
m.s.p. 10,51.
Both S. 10,51.

I shall be glad if you will kindly confirm the following conclusions:-

1. The arrangements on the ship, with the exception of alterations now reported, are as formerly,
2. The cargo tanks were examined and tested,
3. Alterations effected at this time are in accordance with approved plans and the Rules,
4. The anchor and chain cable equipment was verified as required on back of Rpt.8.
5. That the total MN is 1600 in accordance with new computation, that heating surface for one boiler is 650.85 m² not 700.35 as stated in the 1st Entry Report. (The heating surface is calculated on Boiler HS+ Superheater HS + $\frac{1}{2}$ HS of Economiser). I shall be glad if you will also state the number of Press Boilers and WP of same for insertion in the R.B. For purposes of the



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Contn.....

Lloyd's Register
Foundation

010652-010661-0201

COPY ON AIR LETTER

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

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

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R.B. one Press Boiler entry comprises a complete unit which may include several pressure vessels. Full detailed particulars should be forwarded.

Yours faithfully,

pro Clerk to the
Classification Committee

The Surveyors,
KOBE.

Received 10.10.51
Looking date 10.10.51
S.S. Rep. - 10.10.51
S.S. 10.10.51

I will be glad if you will kindly examine the following conditions:-
1. The provisions of the Rules in the
regulation of alterations and repairs, and
on repairs,
2. The cargo tanks were washed and tested
in accordance with the Rules and in
accordance with approved plans and the
Rules,
3. The number and details of the tanks and
particulars as required by Rule 10, 1951,
and the Rules in force in accordance
with the provisions of the Rules, and
the date when the last test was
made in the last Report (The
existing entries in the Register on this
subject are 10, 11, 12, 13, 14, 15, 16, 17,
18, 19, 20, 21, 22, 23, 24, 25, 26, 27,
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