

Japanese motorship "KIRISHIMA MARU".

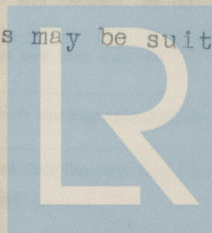
Class:- 100A1. with fbd.

The Kobe Surveyors report that Convention freeboards have been re-assigned by the Japanese Government.

The summer freeboard is now  $3'3\frac{3}{4}"$ , corresponding to a maximum draught of  $26'11"$ , which is an increase of  $9\frac{3}{4}"$  to the draught corresponding to the summer freeboard originally assigned to the ship having a tonnage opening in the superstructure deck.

The scantlings of the ship were approved in May, 1930, for the minimum freeboard for a complete superstructure ship without a tonnage opening and having a moulded depth of  $32'0\frac{3}{4}"$  to the second deck. The summer moulded draught corresponding to this freeboard is  $27'8"$ . The present maximum summer draught is, therefore, about  $11"$  less than that corresponding to the freeboard which could be assigned by the Committee on the assumption that the tonnage opening and the overboard scuppers are closed.

It is submitted the Kobe Surveyors be informed it is noted that the summer freeboard has been reduced by  $9\frac{3}{4}"$  and they should inform this Office whether the tonnage opening in the superstructure deck is still fitted and the original arrangement of overboard scuppers maintained, in order that the classification certificates may be suitably amended.



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