



CONFIRMATION OF LETTER

LLOYD'S REGISTER OF SHIPPING

MEIKAI BUILDING

No. 32, AKASHI MACHI,

KOBE, 18th. February 1930.

AMS: "REGISTER" KOBE
ONE: 2530 SANNOMIYA

The Secretary,
LONDON.

Messrs. Mitsubishi Zosen Kaisha
Hull Nos. 471-2-3-4.

Dear Sir,

I enclose herewith the calculation for the provisional freeboard assignment for the above vessels, and in this connection beg to refer to your letter of the 26th. April 1929 regarding the plan of Midship Section, in which you state that "subject to a corrected tonnage coefficient of .71 a freeboard corresponding to a Summer moulded draught of 27'-11", approximately, can be assigned."

From the calculation, it will be observed that the freeboard coefficient of fineness is .75 and the geometric draught in accordance with the Japan Government regulations is 28.03'.

These vessels have a tween deck height of 8'-6" but the scantlings were based on a Depth "D" taken to the upper deck, i.e. 8'-6" above the 2nd. deck.

According to the freeboard regulations the assumed position of the "freeboard deck" in a vessel of this type is taken as 7'-6" below the "Complete Superstructure" deck, whereas the Society's Rules indicate a standard tween deck height of 8'-0".

The Builders and Owners desire the maximum draught permissible, and in as much as the Society's scantlings do not vary with the freeboard coefficient of fineness, it is hoped that the legal geometric draught for a Complete Superstructure vessel of these dimensions, viz. 28.03 feet may be permitted for classification purposes.

I shall be glad if you will kindly advise me of your decision by cablegram.

I am, Dear Sir,

Yours faithfully,

(Sgd) H. JASPER COX.



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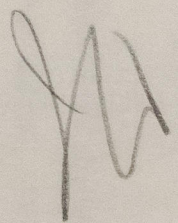
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