

Lloyd's Register of Shipping.

16^a, Harima Machi,

Kobe, 25th February, 1916.



LLOYDS REGISTER
LONDON.

REC'D APR 4 1916

AN82

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ONES,
DEER SURVEYOR.

The Secretary,
London,

Dear Sir,

In reply to the enquiries in your classification letter relating to the Kobe Rep.No.1710 on the steamer "KOHOKU MARU" I beg to say that the sheerstrake is doubled at each end of the bridge with plates '52 thick by 33" wide by 22'„ 6" long: the depth of the web frames except in the machinery space is 18 ins.: the beams in the forecastle are supported by two rows of 2 $\frac{3}{8}$ pillars and in the poop to No.7 frame by 2 rows of 3 $\frac{1}{2}$ x 3. x '44 angle pillars and between Nos. 7 and 18 frms. by two girders of 7 x 7 x .76 angle with '40 intercostal plates.

I am, Dear Sir,

Yours faithfully,

A. L. Jones



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Lloyd's Register
Foundation

Referred to the Chief Ship Surveyor.

APR 4 1916

77 No.

Yours faithfully

I am, Dear Sir,

in reply to your letter of the 2nd inst.

in reference to the proposed alterations to the plans of the ship "KONOBU MARU". I beg to say that the alterations proposed are in accordance with the requirements of the Rules of the Board of Trade and the Regulations of the Board of Trade. The alterations are as follows:—The length of the ship is to be increased from 100 ft. to 105 ft. The breadth is to be increased from 20 ft. to 22 ft. The depth is to be increased from 10 ft. to 11 ft. The draught is to be increased from 10 ft. to 11 ft. The weight is to be increased from 100 tons to 110 tons. The power is to be increased from 1000 H.P. to 1100 H.P. The speed is to be increased from 10 knots to 11 knots. The alterations are in accordance with the requirements of the Rules of the Board of Trade and the Regulations of the Board of Trade.

Dear Sir,

London.

The Secretary,

Chief Ship Surveyor, Home Office.

10, Downing Street, London.

Yours faithfully

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