



Lloyd's Register of Shipping.

32, Akashi Machi (Meikai Building),
Kobe,

June 10th 1922

*Paid with
freight before
"Belfast Maru"*

W. Watt, Esq.,
London.

Dear Mr. Watt,

I am forwarding officially today, the freeboard certificate and calculation sheet for the S/S "Belfast Maru" (Messrs. Kawasaki Dockyard No. 480), and am also enclosing a verification form giving the necessary particulars for posting in the Register Book, as requested in the Secretary's letter of the 12th April. You will note that I have given the freeboard to the nearest half inch and the draught to the nearest inch, as is our practice. If you think it advisable to give the freeboards for Japanese vessels in the Register Book in decimals of an inch, as they mark them, I will be glad if you will let me know. In the meantime, I will continue to give this information on the verification form, after our usual practice, that is to the nearest half inch for freeboard and the nearest inch for draught.

I am also forwarding an official letter in regard to the freeboard of the future sister vessels to the "Belfast Maru". You will note that the builders propose to add some doublings to the awning deck in order to obtain the

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W502-0190 1/3

full geometric limit of draught. I realize that the position of the Society in this case is a very awkward one and emphasizes the point which you have always been strong upon, namely, the ~~two~~ standards of strength, but I imagine that when our new Rules come into force, a vessel of this type would probably be able to obtain a draught equivalent to that desired by the builders, and in view of the fact that there is a possibility of a big number of vessels being built to this design, I think it advisable to look to the future and if possible, agree to the builder's proposals. As I state in my official letter, in addition to the three sister vessels building and the three preparing, the builders also have enough material for about twenty vessels, and it is very probable that they will utilize the material for this type of vessel. You will note that this standard of longitudinal strength taken in the calculations, is the full value for f.B.d given in the L. L. C formula, and not 90% (in way of hatchway), as we take it. This ^{is the Japanese practice} is a point which I intend to take up with the Teishinsho officials next week when I am in Tokyo. It is, of course, in favour of the ship, and should help towards you permitting of an increased draught.

I am also forwarding officially ~~copy~~ copy of the calculation sheets for the freeboard of the S/S "Kanju Maru", which is a sister vessel to the S/S "Manju Maru". The builders filled in a request form asking us to assign a freeboard under the Japanese regulations, but they also, at the same time, requested the Teinshimsho to do the same, evidently thinking that they might

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obtain more draught from one or other of the two assigning authorities. The Teishinsho local surveyor was very anxious to assign the freeboard to this vessel as it was his first one, and he issued the Japanese freeboard certificate before he gave the builders the final figures for the tonnages of the vessel. We were unable to issue certificate until we had the tonnages confirmed and then we could not issue certificate as the Teishinsho surveyor took good care to inform us that he had already done so. However, the builders paid the fees to us quite willingly, and I am sending you the calculation sheets for reference and comparison with the sister vessels, and also for record of draught and freeboard in the Register Book if desired. I might add that our surveyor checked the freeboard as marked on the vessel's side and found them to be in agreement with those given on the calculation sheet. This of course is as would be expected, as my calculations were approved by the head office of the Teishinsho.

Hope you are keeping well and have had no sign of your old troubles returning.
Yours faithfully,

Geo. Welata.



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W542-0190/3