



Lloyd's Register of Shipping,

LONDON

10 JUL 1922

RBC
ANCH

32, Akashi Machi (Meikai Building),

Kobe,

June 10th 1922

The Secretary,

London.

Dear Sir,

In regard to the freeboard of the S/S "Belfast Maru" Messrs. Kawasaki Dockyard No. 480 Calculation sheets of which I forwarded with my letter of the 9th inst., the Builders are anxious to obtain more draught if possible, for sister vessels which are now building or contemplated.

It will be noted from the calculations sheets that under the Japanese regulations, the moulded draught is limited by the longitudinal strength to 27.77 feet, whereas the moulded draught permissible by the geometric freeboard is 28.21 feet.

The vessel is of the Shelter Deck Type with no Tonnage Opening, and the freeboard assigned by the Society for the previous sister vessel (S/S "Wales Maru") corresponds to a moulded draught of 27.77 feet - the same as that which has now been assigned for the "Belfast Maru". The Builders desire if possible to obtain the full draught permissible from geometric considerations viz. 28.21 feet, and in order to obtain this draught, they propose to add doublings to the awning deck stringer plate and also abreast the hatchways as shown on the

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enclosed plan.

The result of these additions is shown in the calculation enclosed, which indicates the modification to the strength calculation through No. 3 Hatchway sent to you with my letter of the 9th, and a strength calculation taken in way of the Boiler space is also enclosed.

It would appear that under the Japanese regulations, the draught desired by the Builder would be permissible, and I have today forwarded these proposals to the Mercantile Marine Bureau, Tokyo, for confirmation. I will therefore be glad if you will inform me whether from a Classification point of view, the moulded draught could be increased to 28.21 feet, as desired and if not, what is the maximum draught permissible.

I may add that there are now three sister vessels building and three preparing, and I understand it is probable that a number more will in course of time be built, as I am informed that the Builders have enough material in stock to build about twenty vessels.

I am, Dear Sir,

Yours faithfully,

L. Welton



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WS42-0973/2

Referenced to the original and preserved

Referred to the Chief Ship Surveyor.

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ram.

10 JUL 1922

[Handwritten signature]

Chief Ship Surveyor

I am, Dear Sir,

Reference is made to your letter of the 27th inst. in relation to the proposed alterations to the hull of the vessel "The [unclear]" and to the report of the Chief Engineer of the vessel dated the 27th inst. in relation to the proposed alterations to the hull of the vessel "The [unclear]".

The proposed alterations to the hull of the vessel "The [unclear]" are considered to be in accordance with the requirements of the Rules and Regulations of the Board of Trade and the proposed alterations to the hull of the vessel "The [unclear]" are considered to be in accordance with the requirements of the Rules and Regulations of the Board of Trade.

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