



LLOYD'S REGISTER OF SHIPPING

MEIKAI BUILDING

No. 32, AKASHI MACHI,

TELEGRAMS: "REGISTER" KOBE
TELEPHONE: 2530 SANNOMIYA

RECEIVED
20 FEB 1930
LONDON
21

KOBE, 3rd. February 1930.

The Secretary,

LONDON.

M.V. "NONAI MARU"

Messrs. Mitsui Bussan Kaisha Yard No.164.

Dear Sir,

I duly received your letter of the 27th. December regarding the moulded depth, draught and other particulars on the First Entry Report of the above vessel, which was sent off during my temporary absence from Kobe.

The Registered Depth in the case of this vessel was measured to the original upper deck, viz, 10'-6" and the under deck tonnage does not include the space between that deck and the so-called Harbour Deck.

As this vessel is classed with the Japanese Government for "Small Coasting Service" no load line is required by law and no freeboard assignment has therefore been made by the Government or any other body

I note on the First Entry Report that the draught moulded has been entered as 10'-6". This is an error as there is no official draught moulded, and this

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space should have been left blank.

The additional, so-called Harbour Deck was fitted by arrangement with the Owners in order to increase the height of the working platform above the water line when the vessel was carrying her full specified deadweight.

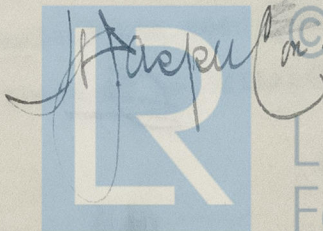
The space between the upper deck and the Harbour Deck or working platform is drained by means of $2\frac{1}{2}$ " diameter scuppers with screw down valves controlled from above the exposed deck and draining through the ship's side below the original upper deck. Three of these scuppers are fitted on each side of the vessel, one forward, one aft, and one at about the middle of this space referred to.

It is suggested that the depth moulded should be recorded in the Register Book as 10'-6" the same as the registered depth, and the first and second longitudinal numbers should be corrected on the First Entry Report to 1459.5 and 4795.5 respectively.

So far as the scantlings of this vessel are concerned, freeboard is not a condition of class.

I am, Dear Sir,

Yours faithfully,



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Foundation

Referred to the Chief Ship Surveyor.

20 FEB 1930

hms
Noted
20:2:30

Very truly,
I am, Dear Sir,

So far as the accounts of this vessel are

concerned, I have been left blank.

The additional so-called Harport Deck was fitted out as soon as the Owners in order to increase the height of the working platform above the water line when the vessel was carrying her full specified deadweight.

The space between the upper deck and the Harport Deck or working platform is divided into several compartments with access down ways with square scuppers and grating girders and cross beams and girders are spaced as usual for one side and one end of the vessel. One side and one end of the vessel are equipped as usual for one side and one end of the vessel.

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