

CONFIRMATION

Recd
23-3-18

February 25th, 1918.

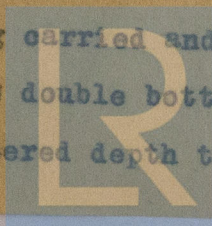
Mr. Mares:-

With reference to your letter of January 9th regarding the case of the S. S. "MUNINDIES" - I have taken up the matter of the tonnage measurement with the local Surveyor, Mr. Marsden. In his reply Mr. Marsden states that the tonnage measurement in the case of this vessel was taken in accordance with the latest practice approved by the American Authorities. This means that the additional ordinates at the lower part of the sections have been introduced just as would be the case if the vessel had been measured according to the British Rules.

I am enclosing the latest Regulations in regard to tonnage measurement published here, and this point is dealt with on page 15 of the Instructions.

I might also add that I have been in touch with the Tonnage Department of the Customs Authorities here and have been informed that in the case of vessels carrying oil fuel in double bottom, the method of measurement outlined in Article 16 of the Instructions is being followed. This latter method has come under notice today in the case of the "KATRINA KEMBACH" for which a verification freeboard report is being forwarded. The Surveyor states the amount of the tonnage measurement including the part of double bottom which has been measured in view of oil fuel being carried and also the tonnage excluding this portion of the double bottom. The latter is in conjunction with the registered depth taken to the

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up of tank has therefore been worked to in estimating the
damage co-efficient of fineness.

Very truly yours,

R. Mares, Esq.,

London.

JS.



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1442-0233 2/2