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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.

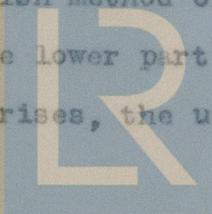
9th January, 1918.

Dear Mr. Chisholm,

With reference to the freeboard report on the S.S. "MUNINDIES", The Newport News Co.'s No. 206, forwarded with your letter of the 18th ultimo, I think it well to enquire regarding the present practice of under-deck tonnage measurement in America.

The Newport News Surveyors, in preparing this report, have evidently followed the preliminary report, of which we sent them a copy in 1915, for the Yard No. 200, a sister vessel, but for which however no final report has been received.

At that time our information was to the effect that with a rising tank the American tonnage measurement followed the Suez rules, and consequently no correction for the tonnage co-efficient was required. I am, however, under the impression, by the latest American ^{rules} ~~rules~~, that they have adopted the British method of introducing additional ordinates at the lower part of each section, so that although the tank rises, the usual .02 can be



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deducted from the co-efficient where the British measurement is supplied.

Sometimes we get both British and Suez supplied, and it is just possible that in this case the tonnage furnished from Newport News may be Suez.

I should like, however, for future guidance to know just exactly how the matter stands, if you can kindly make enquiry on the subject at your convenience and let me know.

With kind regards,

Yours faithfully,

Geo. H. Mares

A. Chisholm, Esq., B.Sc.,
NEW YORK.



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