

S.S. "HAWAII MARU".

The freeboards assigned to this vessel by the Committee were intimated to the Builders by cablegram on the 30th ultimo.

In view of the bulkhead arrangement and the indications on the plans that passenger accommodation was fitted in the shelter 'tween decks abaft amidships, and also on the shelter deck, the freeboards were limited to Table C in accordance with Clause 50 of the Board of Trade instructions as to the survey of passenger vessels.

The freeboard assigned was 13'-8" (Summer) and corresponds to a Summer moulded draught of 27'-6 $\frac{1}{2}$ ".

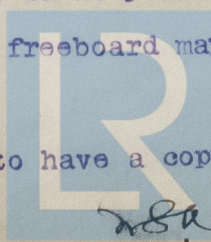
A representative of the Builders, Mr. Kojima, has now called upon receipt of a cable and requests re-consideration of the freeboard assigned, it being desired by the Builders to obtain a freeboard corresponding to a Summer draught of 28 feet, as provisionally assigned to a sister vessel now completing for the same Owners by Messrs. Mitsu Bishi Dockyard Co.

In the case of the sister vessel a provisional freeboard was assigned in January 1914, when the Mitsu Bishi Co., asked for a draught of 28 feet, but no indication was then given that the vessel was to carry passengers below the shelter deck. Consequently this draught of 28 feet for all Seasons was agreed to.

It is submitted that, at the request of Mr. Kojima, the Kobe Surveyor be informed by cable that in view of the fact that the "HAWAII MARU" is intended to carry passengers below the shelter deck, it is regretted that it is not possible to reduce the freeboard to that corresponding to a draught of 28 feet, but that if no passengers be carried below the shelter deck, the freeboard may be reduced to 13'-2" for all Seasons.

Mr. Kojima desires to have a copy of the cable.

Cab thr. 9/7/15.



Lloyd's Register
Foundation

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