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Lloyd's Register of British & Foreign Shipping,

71, Fenchurch Street, E.C.

9th February, 1912.

Gentlemen,

I duly received Mr. Sonne's letter of the 5th instant, enclosing a copy of one received by you from Messrs. Burmeister & Wain respecting the freeboard of the S.S. "SELANDIA", and with regard thereto I have to inform you that when this case was first dealt with for provisional assignment, the framing in the tween decks for a portion of the vessel's length was to consist of frame angles only, as admitted for the awning deck type.

The Freeboard Regulations, pages 35 & 36, provide that such vessels, although in excess of the 1885 Rules for the awning deck class, but which do not come up to the spar deck class for which the watertight bulkheads and the alternate reverse frames throughout are required to extend to the top height, are to have the freeboard proportioned between the awning deck Table C and the spar deck Table B.

The provisional freeboard was therefore computed accordingly as required by the Regulations, having regard to the transverse strength afforded by the arrangements

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originally intended, and was the minimum which could be assigned under those Regulations.

When the Builders requested a certain definite draft requiring less than the Table B freeboard, they were informed that the draft they proposed could be approved, provided the webs, which are required by the Rules to be fitted over the watertight bulkheads, were 24" deep and additional transverse strength fitted by webs or reverse frames in the tween decks as most convenient in the portions where the bulb angle framing stopped at the second deck.

The Builders however proposed to extend the alternate deep bulb angle frames to the awning deck throughout, and on the receipt of your completion report it was found that this arrangement had been carried out.

In view of the superior and uniform distribution of transverse strength thereby adopted, the case was again carefully considered and the minimum freeboard admitted by the Tables assigned, subject to the tween deck cargo doors being fitted watertight, which it is concluded will be done.

I am, Gentlemen,

Your obedient Servant,

The Surveyors,

COPENHAGEN.



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