

Selandia

It is submitted the Surveyors be informed that when this case was first dealt with for provisional assignment the framing the tween decks for a portion of the vessel's length was to consist frame angles only, as admitted for the Awinig deck type.

The freeboard regulations pages 35 & 36 provide that such vessels although in excess of the 1885 Rules for the Awinig 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 Awinig 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 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 Awinig deck throughout and on receipt of the completion report it was found 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.