

Aktieselskabet
Burmeister & Wain's Maskin-
og Skibsbyggeri.

Copy.

Copenhagen C, The 5th of February 1912.

Lloyds Register of British & Foreign Shipping,
Amaliegade 36.

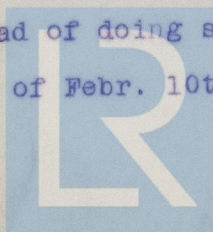
Dear Sirs,

We thank you for your esteemed letter of the 6th instant, concerning the freeboard assigned to our building No. 276, T.M.S. "SELANDIA", and note that same is to be 6'-4" from top of Statutory Deckline to Centre of Disc.

In comparing this with the provisional freeboard given for above vessel in your letter of Febr. 9th, 1911, we must admit we are surprised over the great difference of 21" between the two freeboards.

Based on our first forwarded Midship Section and Profile for the said vessel you stated a necessary freeboard of 8'-5½" (see your letter of Febr. 1st 1911), but in reply to our inquiry of Febr. 3rd 1911 you stated that the freeboard could be reduced by 4½" to 8'-1", if we increased the depth of webs over bulkheads in holds from 18" to 24" and carried alternate bulbframes to Awningdeck through whole length of ship instead of doing so only for midship half length (see telegrams of Febr. 10th & 11th, 1911).

*Builder were asked
to fit webs or reverse
frames as most
convenient
they proposed to
stand alternate
bulb and frames*



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We did exactly so and have not otherwise altered or increased any Scantlings shown on Midship Section or Profile; but instead of $4\frac{1}{2}$ " less freeboard we are now thereby able to have it diminished by $25\frac{1}{2}$ ".

After this it really seems as if the freeboard of 8'-1" according to the draught 22'-6" above bottom of keel (2" below Base Line), might have been reached with considerably less material than required on the approved plans.

We should be glad to know how this is to be explained, and remain Dear Sirs,

Yours faithfully

Signed:- Knudsen.



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