S. S. "A N D I J K".
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This vessel was built at Newcastle in 1909, and is classed 100A1 Shelter deck with Freeboard.

A tonnage opening was fitted in the shelter deck, and a summer freeboard of 4'-3" from statutory deck line 2 inches above steel upper deck at side, corresponding to an extreme draught of 26'-7½", was assigned.

In April 1910, the freeing ports and overboard scuppers were closed by riveted plates, and the tonnage opening was converted into an ordinary hatchway, but the original coaming, which was only 9½" deep, was allowed to remain. The summer freeboard was reduced to 2'-10", corresponding to an extreme draught of 28'-0½".

In January 1913 the hatchway which replaced the original tonnage opening was removed, and the deck opening was closed with permanently riveted beams and plating. The freeboard was again revised, and an amended summer freeboard of 10'-1½" from statutory deck line 2 inches above steel shelter deck at side, corresponding to an extreme draught of 29'-3", was assigned. In fixing this draught, the usual strength calculations were made so as to ensure that the stresses on the structure when floating at the approved draught were not greater than those which would be experienced by a full scantling vessel built in accordance with the standard of the freeboard regulations, (the Society's Rules for 1885) when floating at the maximum draught permitted by the regulations.

In 1916 the vessel sustained damage through heavy weather, and at the instance of the Dutch Sheepsvaart Inspectie all the hatch coamings on the shelter deck, which were originally 18 inches high, were increased to 30 inches by fitting a 12" strip along the tops of the original coamings.

The statement in Mr. Ruys' letter that "the parts "which were later on closed are of course not of the same "strength as if the ship was originally built as a closed "shelter deck", is incorrect, as the various openings were

closed with riveted plates, and are therefore as efficient as if these openings had never been cut.

22. 2. 26.