

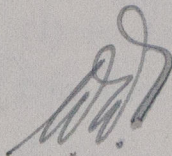
$$\frac{1}{2} - \frac{1}{3} = \frac{3}{6} - \frac{2}{6} = \frac{1}{6}$$

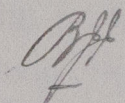
A tonnage opening was fitted in the shelter deck, and a summer freeboard of 4'-3" from statutory deck line 2 inches above steel upper deck at side, corresponding to an extreme draught of 26'-7½", was assigned.

In 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 $10'-1\frac{1}{2}"$ 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.

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.

EX 134 2130 MC

CHUBBIE WIFT



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