

S.S. "ANDIJK".

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" 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 various openings were closed with riveted plates and are therefore as efficient as if openings had never been cut.

Enquiry has been made of Lloyd's, and the Principal

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Clerk has caused their records since 1909, when the steamer was built, to be searched.

There is, however, no previous mention of her having had any casualty through stress of weather.

A careful examination has also been made of the reports on the vessel received from the Society's Surveyors since she was built, and the repairs which have been carried out in consequence of damage sustained through various causes (collision, heavy weather and encountering ice fields) have not been of a serious nature.

Extracts from the reports of the surveys held on various occasions are appended. A statement is also attached giving the list of steamers and motorships abandoned, foundered or missing during the years 1919-1925 inclusive, and which at the time of loss were classed 100A1 "Shelter Deck with Freeboard".

<u>Port & Date.</u>	<u>Extract.</u>
Rotterdam, May, 1909.	Vessel placed in dry dock, bottom and rudder cleaned and examined. Nos. 1 plates in "C" & "D" strakes counted from stem have been faired in place on both sides, and some started rivets in way of same renewed, and a small leakage in afterpeak made good, now in good condition and recoated.
Rotterdam, May, 1910.	Vessel reported to have been in collision with a submerged object and to have encountered bad weather, found upon examination Nos. 2 and 3 keel plates from stem damaged, several started rivets in bottom, sides, boss plating of stern frame, Nos. 1 & 5 double bottom tanks, deep tank and after peak tank and a lifeboat damaged.
Rotterdam, March, 1914.	Vessel reported to have sustained damage through heavy weather and shipping heavy seas. The following repairs were carried out: "G" strake starboard plate 1 renewed, "G" strake starboard plates 3 and 4 faired in place. Three started tap rivets in bossplate and a number of started rivets in port bilge keel renewed. Steering gear overhauled and various minor repairs effected.
Philadelphia, February, 1910.	Damage stated to have been sustained

through heavy weather and encountering field ice. Nos. 1 and 2 shell plates on the 8th strake and No. 1 shell plate on 9th strake below sheer strake p. & s. set in between frames and riveting and caulking started. No. 1 shell frame p. & s. in way of damage bent and floor in way of same buckled, No. 1 tank stated to be making water. Temporary repairs were effected.

Rotterdam, May, 1920.

Permanent repairs to damage reported at Philadelphia effected. Vessel placed in dry dock, bottom and rudder cleaned and examined and the following repairs carried out: "G" strake starboard plate No. 3 removed faired and replaced. "F" strake starboard plate No. 1 renewed. "F" strake starboard plate No. 2 renewed. "E" strake starboard plate No. 1 removed, faired and replaced. "E" strake starboard plate No. 2 and "G" strake starboard plate No. 2 faired in place. "F" strake port plate No. 1 renewed. "F" strake port plate No. 2 renewed. "E" strake port plate No. 1 removed, faired and replaced. "E" strake port plate No. 2 removed, faired and replaced. "D" strake port plate No. 1 faired in place. In way of the above one frame faired in place, one stringer lug removed, faired and replaced on starboard. Two frames faired in place, floorplate on foremost frame removed, faired and replaced on port.

Antwerp, August, 1923.

Damage stated to have been caused by heavy weather. Cargo discharged from No. 6 hold and limber boards lifted on port side. Several leaky rivets found in way of stringer shell lug and cement box fitted.

Rotterdam, August, 1923,

Vessel placed in dry dock, bottom cleaned and examined. Cement box in after hold p.s. removed and several slack rivets on p.s. in "E" and "G" strakes plate No. 3 from aft in way of stringer shell lugs renewed. S.B. and P.S. a few slack rivets renewed in fore peak.

Rotterdam, July, 1924.

Vessel reported to have sustained damage through heavy weather on voyage. Placed in dry dock, bottom and rudder cleaned and the following repairs have been carried out. On S.B. 8th strake below sheerstrake plate No. 1 on edge some rivets taken out and faired in place and reriveted. On P.S. 6th strake below sheer plate No. 1 renewed, forward bulkhead of engineers cabin on P.S. lower plate renewed, deck angle on bulkhead partly renewed and two stiffeners renewed.

New York, October, 1925.

Damage sustained through encountering heavy weather. No. 1 tank reported leaking 1 in. per hour.

This vessel is at present under survey at Rotterdam for damage and Special Survey No. 1.



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