

W619
S.S. "ANGERMANALFVEN" No. 51016 in Register Book.

Dimensions:- 230 x 35 x 15.83 to upper deck
22.83 to bridge deck.

Scantling Nos:- 50.83 & 11690

Proportions:- 10.75 to bridge deck
14.53 to upper deck.

This vessel, which is at present undergoing repair of damage at Cardiff, has been acquired by the Hudson Bay Company, who desire to class the vessel with this Society.

Mr. McLaren, representing the Owners, has called at this Office and left two plans of midship section and general arrangement of the ship with a view to having these plans examined.

The vessel was built by Lindholmens V. A. at Gothenburg in 1914, and was classed with the Germanischer Lloyd * 100 A (E.) She has a combined poop and bridge and short forecastle.

The scantlings and arrangements indicated on the plans have been examined and found generally equivalent to the Rule requirements, but the following deficiencies have been noted:-

- (a) Only 3 watertight bulkheads appear to be fitted.
- (b) There is an average deficiency of .04 in each strake of the shell plating.

With regard to (a) however, the Cardiff Surveyors state that it is the intention of the Owners to fit ^{for additional} watertight bulkheads at distances of 46' & 106' respectively from the collision bulkhead. The Rule requires only 4 watertight bulkheads.

With regard to (b) from the stern to forward of the half length at the fore end, the vessel has 2 steel decks, whereas over that length the Rules require wood decks with stringers and

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Change 84
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and tie plates. This might be accepted as compensation for the deficiency in the shell plating.

Intermediate framing forward is provided for ice strengthening.

Should it be decided to proceed with the classification of the vessel, she should be subjected to the requirements of Section 48 of the Rules for vessels not built under Survey.

The Surveyors should satisfy themselves as to the rudder, the construction of the watertight bulkheads, strengthening forward, and provision against panting, strengthening at break, construction of centre line bulkhead, and the pillaring throughout the vessel. *Special attention should be paid to the supports under the heel of widely spaced pillars.*

It is submitted that upon the receipt of a favourable report from the Society's Surveyors on the completion of the Survey, the vessel could be recommended for the class 100A-.

With regard to the equipment, if the figure "1" be desired, particulars of the equipment now on board should be forwarded for consideration. Particulars of the hatch webs and covers should also be forwarded on form 11B.

If freeboard assignment is desired the Surveyors should furnish all the measurements and particulars detailed on form 11B. If there are any openings in the bridge front, the means for securing them closing appliances should be clearly described.

R.M.M.

27. 4. 21.

R.F.

C.F.

N.H.

SRM
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plans off