

Composite Screw Steamer "Egeron"  
 of 414 tons under deck, and 506 tons gross,  
 built at Glasgow, with a view to  
 the 16 A class.

This case has previously occupied  
 the attention of the Committee.

It has been found on measure-  
 ment, that the tonnage exceeds by 14 tons  
 the scale on which this vessel has been  
 built, thus causing the following defi-  
 ciencies in the Framing and planking &c

	In ship	By Rule
Frames - - -	$3 \times 3 \times \frac{6}{16}$	$3\frac{1}{2} \times 3\frac{1}{4} \times \frac{7}{16}$
Reinforced frames -	$2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$	$2\frac{3}{4} \times 2\frac{1}{2} \times \frac{6}{16}$
Topplates -	$4\frac{1}{2}$ ins	4 ins
Keel & topplates -	$4\frac{1}{2}$ - -	5.

It will be observed that the topplate  
 planking is half an inch thicker than  
 required by Rule, but from thence down-  
 ward, it is half an inch less.

The Builders state that this  
 vessel is built on the same lines as  
 one previously built by them, whose  
 tonnage did not exceed 400 tons. And  
 that this vessel was measured by an in-  
 experienced person, in the absence of the  
 regular official, and it was done ~~while~~  
~~the~~ after the Engines were fitted, thus increasing  
 the difficulties. They still calculate the  
 tonnage from the lines to be 396 tons, or  
 4 tons under the 400 tons scale. The vessel  
 having proceeded to sea when they ob-  
 tained the Committee's decision, they were  
 it is stated  
 unable to have her re-measured.



As stated by the Builders, the requirements for proportions in this case are above that for an iron ship of the same proportion - the sheer strake and stringer plate being  $2/16$  in excess. The Hold beams are also spaced to every third frame, instead of to every sixth frame as admitted by Rule, and a continuous deck is laid thus adding much to the transverse strength.

The equipment is regulated by scale of 375 to 450 tons, whereas the tonnage being 467 tons, it should be regulated by the scale of 450 to 525 tons.

It has been stated that the equipment would be correct by Numbers, as in a similar vessel of iron. It is however found that the equipment is deficient both by taking tonnage on numbers as a basis.

It is therefore respectfully submitted that should the Committee <sup>to the Builders' request</sup> accede to assign the class contemplated, as solicited (subject to the approval of the Owners) it is thought they will withhold the Figure 1 until the equipment is supplied as required by Table 22 for the tonnage of the vessel.

Should the Committee thus determine the vessel would be eligible to be classed  
16A -  
"Iron frame planked"



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Lloyd's Register  
Foundation  
18th  
N.D. 15/4/75