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Letter received from the Board of Trade enclosing a copy of a report from the Surveyor to the Board at Hull on the S. S. "Tyne Queen" classed in the Register Book A Awning Deck with a load line of 17 ft 5 ins.

The Board of Trade The Surveyor calls attention to the appearance of this vessel, and states that the arrangement of upper structure appears abnormal and entirely opposed to a seaman's idea of a safe seagoing ship. He also states that the centre of the load line mark is only 14 ins below the main deck and he fails to conceive how she can have obtained her present character. Annexed to the report is a copy <sup>of a record</sup> of the draught of water with which the vessel is reported to have left Hull, from which it appears that with a mean draught of water of 17 ft 5 ins the freeboard to the main deck was 1 ft 2 ins and to the awning deck 7 ft 9 ins.

The "Tyne Queen" was originally built with a short raised quarter deck, a bridge house amidships, and a monkey forecabin. The bridge house was subsequently extended forward and aft and connected to the forecabin and raised quarter deck, thus completely covering in the main deck. The change effected in the vessel was unknown in this Office until the attention of the Committee was drawn to the matter by the Board of Trade, when it was decided that a load line

P. J. Over



should be required. The Society's Surveyor at Hull was then directed to survey the vessel and to furnish full particulars of the construction of the erections. This was done; and in view of the additional strengthening introduced, the Committee decided to approve of a draught of water of 17 ft 5 ins with a freeboard of 1 ft 6 ins to the main deck and of 8 ft 8 ins to the awning deck. The approved load line was marked on the vessel's side under the superintendence of W. McNeil, who reported that with a draught of water of 17 ft 5 ins the freeboard to the main deck was 1 ft 5½ ins. The officers of the Board of Trade however report that with the approved mean draught of 17 ft 5 ins the freeboard is 1 ft 2 ins only, which shews a difference of 3½ ins between the two measurements. This difference is probably due to the latter measurement being taken from the level of the stringer plate and not from the wood deck as it should have been. The reported freeboard of 7 ft 9 ins to the awning deck appears also to be inaccurate. The whole of the drawings supplied shew the height between decks to be 7 ft 2 ins and this would give a freeboard to the awning deck of 8 ft 7½ ins which differs from the Board of Trade return by 10½ ins.

With reference to the remarks on the appearance of the "Tyne Queen" it is submitted that it is difficult to meet objections which



are not accompanied by some indication of the source of danger to be apprehended.

It is remarked that the awning deck of this vessel is 178 ft in length, and is of a substantial character the side plating being  $\frac{7}{16}$ " thick. With a freeboard to this deck such as the Committee have approved of, viz 8 ft 8 in, the vessel has about 40 per cent of surplus buoyancy, and a range of stability much in excess of that with which most other vessels are navigated. That the vessel is sufficiently strong when so laden may be inferred from the fact that Mr McNeil could discover no trace of movement or weakness.

With respect to the wood bulkhead at the fore end of the raised quarter deck, the Society's Surveyor at Hull has reported that it is of a substantial character, and as such, being only 3 ft high, it is equal in strength to an iron bulkhead of the usual thickness.

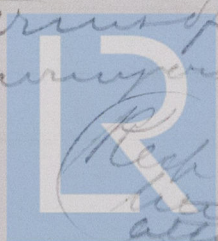
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Wm T

J.H.

per file from Min  
and answer to the Board  
taken in terms of  
the Chief Surveyors  
remarks



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