

Glasgow 24. Sept^r 1870

B. Mayhew Esq^r
Secretary at Lloyd's
Dear Sir.

London

We the undersigned
of Leith owner of the screw steamer
Hobbsford and James Turnbull owner
of the screw steamer Ruffenshore both
vessels recently built by Blackwood and
Gordon at Port Glasgow, and clasped in
Your register book A 90 with the addition
of "Spandeck for passengers only" beg to memorialise
on the classification of these vessels in relation
to Spandeck for passengers only.

These vessels were contracted for before the
alteration of rules from letters to numbers, and
were to be clasped B. and the upper deck was
in our contract spoken of as Spandeck. There
was however in both vessels an important
addition to the strength given, namely that
all the frames were carried right up
fore and aft. Also the deck was thicker
than usual by $\frac{1}{2}$ inch, and the coamings were
not less than 20 inches deep, and in every
way extreme care taken to make the passage of
water down from above less likely than in a
common maindecked vessel.

Reverse bars not anticipating requirement
of on every alternate frame were not carried
higher than the main deck. But when
it is considered that the frames of an

iron vessels do not taper, but are as thick above as at the bilge, we presume this opinion (not drawn from any opposite views) will not be considered in our ignorance of what was expected, a bar to Your consideration. More so when we state that instead of having on span deck so-called deckhouses up to one fifth of superficies, both vessels have nothing whatever but the chart-house of 6 feet by 7 feet by 6½ feet on the upper deck, inadequate for navigation purposes.

Side plating in this the vessels are too light for Your requirements above the main deck as follows.

Abbotford above maindeck to upper ~~deck~~ sheer ~~deck~~ should be 7/16

Instead has 6/16 and at ends 5/16

Reefershire above maindeck to upper deck sheer ~~deck~~ should be 6/16

Instead has 6/16 and at ends 5/16

To compensate for this deficient thickness we propose to submit to You that a stringer plate (usually 12 inches broad) but of any breadth and thickness You think necessary be run two thirds the vessel's length, say to one sixth from each end. We propose to fasten it on the inside say half way between main and upper decks to the side frames on each side, by angle iron attached to the frames, in such numbers as may be required.

In all other respects except those mentioned, these vessels have been built to Your requirements, and we trust that the unintentional de-

ficiency of thickness in plating stated to You, with the proposed compensating stringer plate, and the absence of deck houses compensating for the alternate reverse bars will not prevent You from classing these vessels as A 90 without the addition of span deck for passengers. We may state the engine rooms of these vessels and their coal bunker bulkheads are in the middle of the ship. The fore and aft bunker bulkheads are built and stiffened from bottom to top that is right up to the upper deck, acting in concert with the side in lengthwise rigidity. Engine and boiler space in each case about one fifth of ship's length. Cabin one sixth of ship's length. Forecastle one seventh of ship's length, thus leaving only two spaces for cargo each of about quarter of ship's length above the main and below the upper deck. Considering that in accordance with Your rules that when full laden 1½ inches per foot of depth up to main deck is left for main deck above water, and in addition 6½ feet of topside, thus never leaving less than 9 feet and 8½ feet of side of these vessels of 225 and 200 feet in length, the superiority of this build over the common maindeck and deep bulwarks, anchoring beams &c at times, will be admitted by You. Admitting this, and having duly considered our request to be allowed to compensate ~~deficiency~~ of the vessels for class A 90 without span or span deck we hope for a favorable answer and are faithfully

James Turnbull owner of the Reefershire
M. Gibson of the Abbotford

Supp g "Abbotsford," 981 Tons, W Glasgow
649
Spar Deck for Passengers only 1870 — 90 Δ 5.70

Supp g "Renfrewshire" 773 Tons, P. Glasgow
311
1870 — 90 Δ 8.70
Spar Deck for Passengers only

26th Sept.

I shall be glad if any remarks
the Surveyors may have to offer
on this communication

The strength of the Spar Deck of both these
Vessels is according to the Old Rule when they
were only marked in the Register Book "Spar Decked"
but they are classed as if their Spar decks were
constructed on the lighter plan of the New Rules
and marked "for Passengers only". If the owners
were willing to forego the 90 Δ class and accept of
the Δ class they might then be entitled to be marked
merely "Spar Decked" — But if Cargo is to be carried
in these decks the upper parts should be strengthened
and made fit to be classed as "Spar Decked Steam
Vessel" —

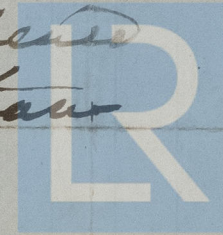
J. H. B. R. W.
27th Sept. 1870

29th Sept.
Own Receipt &
marks in conformity of the
Surveyors below

1870
Glasgow 24th Sept
W. Turnbull
W. Gibson
Per 26
Am

Attacks the
Surveyors
Glasgow
27/9/70

Abbotsford
"Renfrewshire"



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Foundation