

Lloyd's Register of
British & Foreign Shipping
Glasgow, 5th October 1870

Geo B Seggar Esq

Sir

In returning the letter from the
owners of the "Renslowhies" and "Abbotford"
bearing the date of the 24th ult. I am
desired by Mr Turnbull, to state that they
wish to make the vessels in question into
"three decked steamers" on the G.O.A. Class.
and so remove from the Register book, the
notation "Bar decked for passengers only".

They are willing to double the topside
strake of each ship, from before the Cathead
to a reasonable distance from aft,
and to complete the reversed angle iron
on the frames where wanting, they are
desirous of knowing if this will be
sufficient, or what else will be considered
necessary, to entitle the vessels to the
designation of three decked Steam Vessels.

I respectfully refer to the first entry
reports of these ships, which not having
been built at this port, I am unable
to remark upon, and I therefore await
your instructions so that I may forward
a copy to the owners. I am Sir

Yours obedient servant

1R00502-0307 1/2

W. S. Munro

6th Oct.

Have the Surveyors any further remarks to make in respect to their cases.

In answer to the question of the Owners of the Steam S. S. "Abbotsford" and "Renfrewshire" what would be required to entitle them to be classed as 90 ft Three decked Steam Vessels? We beg to say that in the case of the "Abbotsford" we are of opinion that for this purpose it would be necessary that all the outside plating above the Main Deck Sheerstrakes (consisting of one Strake of $\frac{5}{16}$ plate one of $\frac{3}{16}$ plate and the Sheerstrake of $\frac{1}{16}$) be removed from $\frac{1}{5}$ the length of the Vessel ~~from~~ forward to $\frac{1}{5}$ the length from aft and be replaced by plating of the thickness required by the Amended Rules for 90 ft. Or that for the same space the Old plating be doubled from the Main Sheerstrake to the upper edge of the upper deck Sheerstrake with $\frac{5}{16}$ plating - also in either case that the stringer plate of upper deck be increased in width 18" x $\frac{1}{16}$ so as to make the transverse section of the stringer plates equal to the requirements of the Rules.

And as compensation for the want of corner frames in the lower decks that a double 4 x 3 x $\frac{1}{16}$ angle iron stringer be rivetted on the frames midway between the Middle & Upper deck to extend $\frac{3}{4}$ the length of ship amidships - And in the case of the smaller ship "Renfrewshire" ~~that either of the~~ ^{above described} mode be adopted but the stringer plates on the upper deck beams need only be increased 10 inches in width. Please see middle ship sections attached to first Entry Reports where marked in blue -

J. H. E. P.M.
7.10.70

0307 2/2



6th Oct. Have the Surveys and A
in respect to

No. 8. 1870

Glasgow Oct 5
W Mumford

Recd 6
Oct 8
Ans

Renfrewshire
Glasgow



© 2021

Lloyd's Register
Foundation