

London
21st Nov. 1870 } New iron screw steamer "Kirkstall" No 10; built by Messrs. Allerton & Co
at Northfleet to Class. *I.H.

Requirements of Rules not conformed with.

Reversed frames the quarter of an inch too narrow ^{one flange} on
Kirkston angle iron. half an inch — — — do —
Bilge — Kirkston — — ditto — — — do —
Stringers in Hold — — — ditto — — — do —
Gunwale angle iron — — — ditto — — — do —

The topsides of the vessel additionally strengthened by a stringer composed of double angle irons of $3\frac{1}{2} \times 3 \times \frac{5}{16}$ fitted closely under the side arms to upper deck beams around the hull of Room and Quarters and the whole extending from stem to about 25 feet abaft same and from Stern Post for same distance forward.

Hold Beams where cut off by the Main Hold

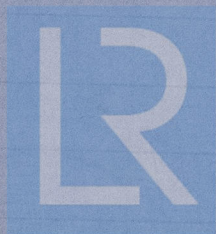
Compensated for by an additional Bulkhead extending from keel to upper deck beams $\frac{5}{16}$ inch secured to side by single frames. A beam is placed midway between this Bulkhead and the fore bulkhead to Engine Room composed of two bulb-plates $5\frac{1}{2} \times \frac{5}{16}$ riveted to two adjacent main frames and connected by a flat plate $26\frac{1}{2} \times \frac{5}{16}$ together with two angle irons of $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$ on their upper edges. Further a bulb-plate of $6\frac{1}{2} \times \frac{5}{16}$ is also fitted between the stringers in hold throughout the range of the short beam arms —

Compensations in 'Substitution'

Compensated for by the deck plate being three inches wider and the middle line keelson deeper and $\frac{3}{16}$ inch thicker than required by Rule. The frames are further stiffened at the Bilge by an extra longitudinal stringer brought against the outside plating at lower turn of Bilge for about half-length of vessel amidships composed of double angle irons of $3\frac{1}{2} \times 3 \times \frac{5}{16}$ full with a bulb-plate $9 \times \frac{5}{16}$ between them. There is also a flange angle iron at middle of Bilge on the inside in way of water-ballast tank $9 \times 9 \times \frac{5}{16}$ extending from luff of bow to fore bulkhead of Engine Room / say about 70 feet.

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