

Screw Steamer "Astrologer" 917 Tons.
Built at Liverpool in 1871 - Under Special
Survey to Class 100A.

Referring to the Correspondence which has taken
place between Mr. Inidge and the Messrs. Royden &
Sons, commencing in August last and ending
September 12th. - It is submitted that the
deviations from the Rules, alluded to, should have
been pointed out while the vessel was building,
as she was under Special Survey - and launched
on the 3rd June -

In Messrs. Royden & Sons Letter of the 12th Instant
they state that the practice of dispensing with
double angle irons is very usual in other ports.
in reply to this statement, the Committee will,
perhaps, recollect that some time since the
Messrs. Oswald did obtain their sanction to
dispense with double reversed angle irons for
attaching the middle line Nelson Angle irons
to, in consideration of their using Nelson Angle
irons with extra breadth of flange, and double
riveting them to the single reversed frames -

In June 1870, the Messrs. Oswald wished to
extend this practice to all angle iron stringers
in the Hold, and it will be observed by
reference to the remarks submitted to the
Committee on that occasion, it was not
considered desirable to sanction the
departure from the Rules sought -

The Messrs. Oswald made a second application
on this subject, and the opinion was given
in reply thereto, on the 5th July 1870 that the
Angle irons were most efficiently applied
when arranged in the manner usually
adopted in

the various Shipbuilding Rules, and that the Rules in reference to them should be adhered to.

The Committee's attention is respectfully directed to Mr. Mudge's first Letter addressed to the Messrs. Poyden by which, the inference seems to be, that the Owner of the Steamer has not given his sanction to the departure from the Rules, and it is not shown by the Builders that the Owner has sanctioned it.

Should the Committee be satisfied that the Owner has given his sanction to the departure from the Rules, as there are some datable extras in the vessel's construction as shown in the 1st Entry Report, it is considered that she might be favorably viewed for the 100 A Class. Upon the understanding that this case is not to be taken as a precedent, and it is further suggested that probably it will be advisable to acquaint the Liverpool Committee of the decision in the application of the Messrs. Oswald made last year.

This vessel having a Forecastle, her equipment number, which is not shown in the Report, is 16200 - Consequently the Anchors and Chains, by Table 22 of 1870 are one scale too light.

P. J. V.

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