

1877  
London March  
W. Denny  
W. Congdon  
Rev 12  
Ans 13  
Cuba

Referred to the Chief Surveyor  
17th March 1877

All Letters returned herewith  
W.D.D.

Lloyd's Register of British  
and Foreign Shipping.

2. White Lion Court, Cornhill. E.C.

12<sup>th</sup> March 1877

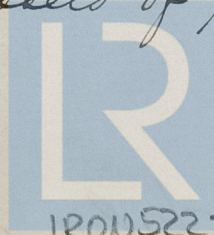
13. Weymouth 83<sup>rd</sup>

Sir

In accordance with your instruction  
of the 28<sup>th</sup> ult<sup>o</sup> we have examined the  
Iron Ship "Cuba" of about 2600 Tons, built  
at Glasgow in 1864 for a Steam Ship  
and now being converted into a sailing  
vessel, and have compared her scantling  
with the Rules, the result we herewith  
beg to lay before you

She has two full tiers of Beams and  
the third or lower tier is complete before  
and abaft the Engine and Boiler spaces  
and are fitted at every alternate frame,  
in the space lately occupied by the pro-  
pelling power. Beams of extra strength or  
semi-box Beams will be fitted so as  
to complete this third deck or tier of beams.

There appears to be no Rule  
specially framed for three decked sailing  
vessels, but taking Sec 41 as a guide  
and by such allowing 7 feet from the sum  
of the depth,  $\frac{1}{2}$  girth of mid section & half breadth  
we arrive at numbers 90.25 and 29.57  
which latter for vessels of 7.9 Breadth and



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and 10-8 depths to length required by Rule  
an Iron deck for  $\frac{1}{2}$  length  $\frac{9}{16}$ " thick. That is  
provided the Vessel be built in accordance  
with the Rules in other respects.

This Vessel however has a  
much larger quantity of Iron in her frames  
floors, Reverse frames, and plating than required  
by the Rules for the 100 A grade and the spacing  
of the frames is also 6 ins closer. - There are  
some few deficiencies such as in the stringer  
plates and Beams. The latter however are  
much closer spaced - the Kelsons are not  
such as are at present required but they  
are efficient & the bulkhead intercostal is con-  
-nected to outside plating by double angle  
bars. - There are no diagonals fitted to  
upper deck, but the fore and aft tie plates  
are wider than required by the Rules.

Seeing that the general condition  
of the Vessel is very good and that she  
possesses so much strength in the  
plating & framing, we beg to submit for  
the Committee's consideration that if  
the upper deck stringer plate be increased  
in width 2 feet <sup>for about 50 ft and which tapering to ends</sup> and the Vessel in all  
other respects be put into efficient condition  
she may be considered eligible for the 100 A  
grade without fitting an iron deck.

We are

Sir  
Yours obed<sup>t</sup> servants  
Wm<sup>th</sup> B. Davey  
Thomas Congdon

Thos W. Blaxell.



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