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Iron S.S. "Cuba" 2668 tons gross, built at Glasgow in 1864. and now proposed to convert into a Sailing Ship.

A Sketch of Midship Section and Specification submitted by Mr. D. Brown with a view to the 100 A class.

Dimensions 327.0 x 42.0 x 30.1 (upper 5" to Keel)

Numbers. 95.8 and 31.326.

Proportions. 7.9 Breadth x 10.8 Depth to Length.

This vessel has a much larger quantity of iron in her construction than required by the Rules for the 100 A class. The framing being in excess of the Rules and spaced 18 inches apart instead of 24 inches as admitted for the class contemplated.

The middle line Keelson is not in accordance with the Rules, but the intercostal plate is deeper, and the whole of the plating in flat of bottom is $\frac{1}{16}$ " thicker than required. A double angle iron bilge stringer is required by the Rules, but an intercostal plate is fitted between the lower bilge Keelson angle irons and attached by double angle irons to the outside plating. The side plating between the upper and middle deck sheerstrakes ^{is $\frac{1}{16}$ " thick instead of $\frac{12}{16}$ "}, but these sheerstrakes are $\frac{1}{16}$ " thicker than required, and the upper sheerstrake is also doubled with $\frac{1}{16}$ " plating for $\frac{3}{5}$ the length amidships.

The Reverse Frames extend to main and upper decks alternately instead of to the upper deck stringer on every frame, but as compensation a clamp plate $2\frac{1}{2}$ " x $\frac{1}{16}$ " is fitted on the inside of the frames between decks and extending all fore and aft with

an angle iron $5 \times 3 \times \frac{7}{16}$ on the upper edge.

The upper deck beams are $8 \times \frac{11}{16}$ with double angle irons on upper edge - $3 \frac{1}{2} \times 3 \times \frac{7}{16}$, instead of $10 \times \frac{10}{16}$ with angle irons $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{7}{16}$, but they are spaced only 3 feet apart instead of 4 feet apart as admitted by the Rules.

It is respectfully submitted that in view of the heavier scantling and much closer spacing of the framing of the vessel, and the excesses in the bottom plating, and the greater strength afforded by the close spacing of beams, - provided the upper deck beams be plated over with $\frac{7}{16}$ plating as required for a vessel of this size; and the vessel be submitted to Special Survey No 3, and be favorably reported upon on the completion of the proposed alteration, this vessel will in it is considered merit the favorable consideration of the Committee to be classed 100 Δ as contemplated.

In order that this vessel may be made eligible for the Figure 1, the Equipment of Anchors and Chains should be in accordance with the requirements of Table 22, for Sailing Vessels.

J. M. H.
J. M. 14/11/76.



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