

222

around

Screw Steamer "Richard Cobden"  
built at Sunderland in 1868 and  
classed B1.

This vessel was lengthened  
in 1871 and all the frames amidships  
extended to the height of the poop  
deck and the poop and  
forecastle connected with plating  
 $\frac{7}{16}$ " thick and then classed 90 A1  
awning decked.

It is now proposed to  
convert her into a spandecked  
ship.

Dimensions  $249 \times 30.1 \times 14.3$   
Numbers 55.8 and 13894  
Over 8 breadths and under 13 depths  
in length.

The floors, frames, reversed  
frames and plating from the main  
deck downwards are in accordance  
with the requirements of the Rules.  
Aside in the costal keelson is  
required but as compensation there  
are three pairs of longitudinal girders  
in the boiler space and two in the  
engine room, which it is considered,  
is satisfactory. The topside plating  
immediately above the sheerstrake  
is  $\frac{7}{16}$  being  $\frac{1}{16}$  above the requirements  
of the Rules. The upper stringer  
plate is  $30 \times \frac{7}{16}$  and should be  
 $49 \times \frac{7}{16}$ .

It is respectfully submitted  
that if the spar deck sheerstrake



or the strake adjoining be doubled  
with plates  $30 \times \frac{7}{16}$ , for one half  
the vessel's length amidships and  
twelve spar deck beams in the  
midship part, which are of single  
angle iron  $5 \times 3 \times \frac{5}{16}$  be additionally  
strengthened with an angle iron  
 $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$ , on the lower edge, the  
additional transverse strength  
given by the increased sheerstrake  
and topside plating might be  
accepted as compensation for  
the deficiency in the spar deck  
stringer plate, and if the Rules in  
other respects be carried out to  
the satisfaction of the local  
Surveyors, this vessel will, it is  
considered, on completion, be  
eligible to be classed G O A 1 —  
"spardecked".

The outfit is in accordance  
with the requirements of Table 22  
for a spardecked vessel of this  
size.

VBM

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