

Dec  
Screw Steamer "Phone"  
built at Sunderland in 1868 and classed  
B 1.

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  
90A1 "Awning decked".

It is now suggested to convert  
this vessel into a Spandecked ship.

Dimensions 249 x 30.1 x 17.3

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.

A side intercostal 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 x  $\frac{7}{16}$  and should be 49 x  $\frac{7}{16}$ .

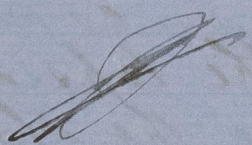
It is respectfully  
submitted that if the spandeck  
sheerstrake, or the strake adjoining,  
be doubled with plates 30 x  $\frac{7}{16}$ , for one  
half the vessel's length amidships

amidships, and bulwark spar deck beams in the midship part, which are of single angle iron  $5 \times 3 \times \frac{8}{16}$ , 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 90 A 1 "Spar decked".

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

YBM

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