

Lloyds Register of British  
& Foreign Shipping  
Sunderland Aug<sup>r</sup> 31<sup>st</sup> 1867

Account of deviations from the "Suggestions" issued by Committee in the undermentioned Composite Vessels.

| Requirements per suggestions |   | In Ship "Carnatic", 871 tons  | M <sup>r</sup> D'Arford's Ship<br>as plans passed by Committee                                     |
|------------------------------|---|---|--|
| Section 6                    | The wood keel to be tabled, & bolted with Copper or J. Metal bolts which are to be driven on & clinched on rings of the frame metal   | Keel not tabled, & bolts not driven on J.M. rings   | Keel not tabled, & bolts not driven on J.M. rings.   |
| " 11                         | Keel plate to be curved forward, & aft to the form of the bearding line, &c (to end of section)   | Is sided to conform with bearding line, but is of the same thickness forwards & aft as in midships, & is not flanged, neither has angle iron rivetted on each edge to secure the plank fastenings | Same as in "Carnatic"<br>Keel plate 26" x 1/16 should be 27" x 1/16                                |
| " 12                         | The narrow flange of frames to be of a parallel thickness   | Not of a parallel thickness   | Not of a parallel thickness.   |
| " 15                         | All vessels of 200 tons & upwards to have increased angle irons extended to upper D.B. stringer on alternate frames, &c   |   | Alternate frames extend to gunwale, & remainder only to upper part of bilges.                      |
| " 16                         | Middle line keelson, bottom angle iron to be rivetted to foundation plate & rider plate on top.   | M.C. K. is 1 1/16 should be 1 1/8 - has no foundation plate, & no rider plate on top.   | No foundation plate, & no rider plate on top.  |
| " 17                         | Bilge keelsons to be formed of double angle iron of the size given in Table II. with bulk plate, &c.<br>- such vessels to have intercostal keelsons fitted midway between main & bilge keelson.<br>- in vessels of 700 tons - a bulk plate is to be let down & rivetted to side intercostal plates, &c. | The Bilge keelsons have no bulk plate.<br><br>Not done in this vessel   | The Bilge keelsons have no bulk plate.<br><br>No intercostal keelsons fitted as required.          |
| " 19                         | Beams   |   | D. Beams ok. be 7 x 9/16 allowed 7 x 7/16  |
| " 20                         | Pillars to Beams  |   | H. Beams - " - 7 1/2 x 9/16 - " - 8 x 9/16.  |
| " 25                         | Iron Sheerstrake  |   | D. Beams - " - 2 1/2 - " - 2 1/4   |
| " 26                         | Bilge Strake  | Should be 10/16 are only 9/16   | H. Beams - " - 3 1/8 - " - 2 5/8.<br>Should be 9/16 allowed 8/16.<br>" - 17 x 9/16 - " - 13 x 8/16 |

# Requirements per suggestions.

- Section 27 Diagonal plates on frames.
- " 28 Stringer plates on upper deck beams.  
or tie-plates fore & aft.  
Diagonal tie-plates.
- " 30 Butt straps to be  $\frac{1}{16}$ " thicker than the plates they connect.
- " 31 Butt plates of outside planking.
- " 33 Bolts to be driven with Oakum & white lead, &c.
- " 35 Best Brown Oakum to be used with tarred Spungarn  
for the inner threads of the bottom.

In ship "Carnatic", 871 tons

Mc Donaght's Ship  
as plans passed by committee

Should be  $\frac{10}{16}$  are only  $\frac{9}{16}$   
 "  $25 \times \frac{10}{16}$  "  $24 \times \frac{9}{16}$   
 "  $12 \times \frac{10}{16}$  "  $13 \times \frac{9}{16}$   
 "  $12 \times \frac{10}{16}$  "  $13 \times \frac{9}{16}$   
 are of the same thickness as the plates they connect.  
 Should be  $\frac{9}{16}$  &  $\frac{1}{16}$  are only  $\frac{9}{16}$   
 Bolts not so driven.  
 No tarred Spungarn used.

Should be  $\frac{9}{16}$  allowed  $\frac{9}{16}$   
 "  $\frac{9}{16}$  "  $\frac{9}{16}$   
 "  $\frac{9}{16}$  "  $\frac{9}{16}$   
 "  $\frac{9}{16}$  "  $\frac{9}{16}$   
 Not in specification  
 " " "  
 " " "  
 " " "

The above deviations in the case of the Vessel building by Mc Donaght,  
are generally applicable to the Vessels now building by the following firms, viz:  
Mc R. Thompson, Messrs W. Pile & Co; Messrs J. Blumer & Co; & Messrs W. Nicholson & sons,  
for which the builders anticipate the 16 years' grade.

J L  
S M  
B M  
J S



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