

Lloyd's Register of British and Foreign Shipping

HEAD OFFICE: 71, FENCHURCH STREET, LONDON. E.-C.

N.º 1088

PORT OF BARCELONA 17 Dec 1908

REPLY TO

LLOYDS REGISTER,
LONDON.

ALBERT MUSTON

Surveyor

CALLE DE MALLORCA, 259

REC'D 23 DEC 1908

ANSR *W*

Sir

Re steamer *Delfin* ex *Ophie* Report

Nº 645

The owners are perfectly willing to accept any freeboard the Committee may think fit to impose. In the trade the vessel is now employed in she takes but little cargo being run more as a passenger & mail steamer and is never loaded even to her original load line.

The object aimed at in closing the gangways and wells was not to increase her carrying power but to make her a better sea boat with better accommodation for second and third class passengers.

According to a report received from her Master she is a better sea boat as during one of her trips this autumn her fore deck was swept by the waves from the moment she cleared the Straits until she reached Las Palmas and not a drop found its way into the tween decks. Whereas before the alterations much less sea made the tween decks wet & useless for dry

Note. by Green & Co mean the space between the main deck and the originally packed deck

© 2021 Lloyd's Register Foundation

W353B14-0016 1/5

stronger place - with as much room as of the

Lloyd's Register of British and Foreign Shipping

HEAD OFFICE: 71, FENCHURCH STREET, LONDON. E.-C.

1088.

PORT OF BARCELONA 190

TO

ALBERT MUSTON

Surveyor

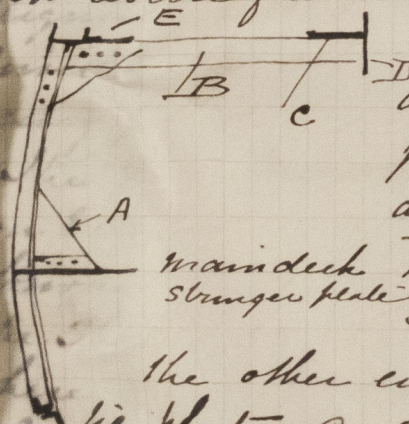
CALLE DE MALLORCA, 259

Cargo or passengers.

There were, as is shown on the drawings I sent, three gangways or cattle ports on each side ~~End~~ forward and one aft. They were closed by hinged doors and the openings left between the poop and bridge and forward covered in by hatches —

The doors were entirely removed and the frames and reverse frames prolonged from below being connected as in a repair job.

A bracket plate A being further provided secured to the frame and the main deck stringer plate.



To each alternate frame a half beam ^B was fixed, secured at

the other end first to a longitudinal plate C, which plate was prolonged at each end to come over two complete beams already existing, and secondly to the hatchway carlings. The frames and reverse frames were made of $3\frac{1}{2} \times 3\frac{1}{2}$ angles. The half beams B were made of the same scantlings as the whole beams already existing for this deck. The stringer plate E with its angles was of the same width and thickness as the stringer plate already existing on this ^{partial} deck. It was carried about 6 feet beyond the opening on

Lloyd's Register of British and Foreign Shipping

HEAD OFFICE: 71, FENCHURCH STREET, LONDON. E.-C.

8 count

PORT OF BARCELONA 190

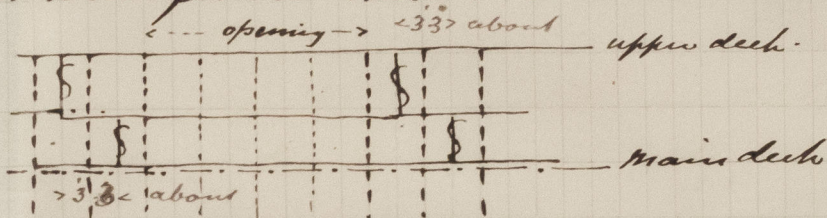
MUSTON

Mayor

ALLORCA, 259

each side. The joints being made in the same way as the other joints already existing —

The plating, in two shakes of equal to those on each side and of the same was fitted thus. The butts being



as the others already existing in same shakes —

coaming round hatchways ^{are} the ones originally fitted on main deck. Lower ones, as to others in originally enclosed spaces fitted to main deck

planking of upper deck has been shifted both sides of forward opening — on and side of second opening. It could not be shifted on the after side as there is a bulwark carried across the deck. Which was as a protection to the deck house.

Deck over after opening is duly shifted on both sides.

Besides the gangways the coaling ports and ash ports were closed permanently by plates securely connected by butt joints and coaming plates.

88

ERT MUSTON
Surveyor

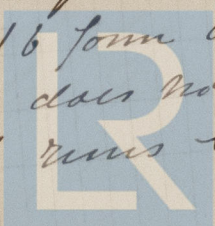
DE MALLORCA, 259

As can be seen from the drawings already forwarded there were a series of side lights below the main deck only a very few of these have been closed permanently if I am not mistaken the stern all the others are as they were. The Soil pipes which originally discharged below the main deck have not been altered —

Practically the vessel is exactly as she was originally save that the openings which were then closed by moveable doors or hatches cannot now be opened the former being replaced by riveted plates and the latter by a caulked deck secured to beams. The owners therefore respectfully submit that on her original load line she is safer now than before.

Her tonnage has been increased as certain parts which before were not considered as enclosed are now reckoned as such. Though in reality her cargo capacity has not been increased.

I cannot give the information required either on the back of 116 form or that of Treeboard D/form, as the vessel does not now come to Barcelona. but runs between Cadiz



Lloyd's Register
Foundation

0016 415

Lloyd's Register of British and Foreign Shipping

HEAD OFFICE: 71, FENCHURCH STREET, LONDON. E.-C.

88 cont^d

PORT OF BARCELONA

190

BERT MUSTON

Surveyor

ILLE DE MALLORCA, 259

and the canary islands
As already explained the
alterations made in this vessel
were gradual. When she first
arrived the idea was only to overhaul her
knowing her just as she was as regards
arrangements. but little by little more was
done. until towards the end the owners asked
for the Survey to be held and I applied for
permission to hold same.

The owners trust that the Committee
will take into consideration that the alterations
were made solely and uniquely with a
view of the vessel being a better sea boat
and that there is no wish or desire to
load her ~~balance~~ more than she was
originally designed for. indeed quite the
contrary. The owners hope therefore that
the Committee will not consider it necessary
to disturb the vessel's class and undertake
to mark any freeboard which may be assigned
I am Sir

Your obedient servant
Albert Muston

The Secretary
Lloyd's Register of Shipping
London



Lloyd's Register
Foundation

0016 5/5

Referred to the Chief Ship Surveyor.

R. D. W.

DEC 22 1908

Also for Mr. S. A. Hill to note.

W. W. Wagner

C. R. P.

G. M. W.



© 2021

Lloyd's Register
Foundation

ERT MUS
urveyor
MALORCA