

Messrs. Cochrane & Sons' No. 993.

Overall Dimensions:- ~~140~~ x 51.25 x 15 feet

This is a small flush deck coasting steamer having a topgallant fore-castle and also a bridge erection which protects the machinery openings, the machinery being arranged aft.

When the plans were dealt with the pitch pine deck planking ^{of the bridge deck} was amended to be 3" in thickness instead of 2" as proposed, and the engine casings on the bridge deck were amended to be 2'6" in height, both as required by the provisions of the Rules for a bridge deck.

Letters have subsequently been received from the Surveyors stating that the Builders desire that the specified thickness of deck of 2½" may be accepted, and that the height of the engine casings above the bridge deck may be reduced to 18" for reasons of stability.

The Surveyors state that the draught at present assigned is 6 to 9 inches more than specified, and that the Builders' suggestions may possibly be met by increasing the freeboard.

No objection is seen to reducing the thickness of the deck to 2½", having particular regard to the nature of the case and the size of the ship, provided always that the Owners are agreeable thereto.

As regards the increase of freeboard, it is always open to an Owner to adopt any freeboard greater than the minimum. As an increase of freeboard of 6" is more valuable to the seaworthiness of the ship than an addition of 12" to the height of an engine casing above a bridge deck, it is considered that the Builders' suggestion might be accepted, provided the freeboard be increased by 6" and provided the Owners' consent be obtained.

hinged oak doors

ain or top-gallant rail? *Yes*

Has the Forecastle an efficient Iron or ~~Wood~~ Bulk'd. at after end? *Yes*

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Iron or ~~...~~

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This is a small (thin) deck covering the
 fore and aft forecastle and also a bridge structure
 which protects the machinery openings, the machinery being
 arranged aft.
 When the plan was made with the view of
 a planking was deemed to be 3" in thickness instead of
 as proposed, and the engine casing on the bridge deck
 was intended to be 2' 6" in height, both as required by the
 thickness of the hull for a bridge deck.
 Latter's have apparently been received from the
 surveyors stating that the builders desire that the
 thickness of deck of 2" may be accepted, and that
 height of the engine casing above the bridge deck may
 be reduced to 16" for reasons of stability.
 The surveyors state that the draft of the present
 plan is 6 to 7 inches more than specified, and that the
 above suggestions may possibly be met by increasing the
 draft.
 No objection is seen to reducing the thickness of
 deck to 2", having particular regard to the nature of
 deck and the size of the ship, provided always that the
 is satisfactory thereto.
 As regards the thickness of the board, it is
 open to an owner to adopt any thickness greater than
 minimum. As an increase of thickness of 1/2" is more
 than sufficient for the reinforcement of the ship than an addition
 to the height of an engine casing above a bridge deck,
 it is considered that this latter suggestion might be
 adopted, and the draft increased by 1/2" and

ard num
Steam

Received by me *Lee F. B. Rpt.*



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