

IRON STEEL SHIP.

VELTA 7480
WED 16 APRIL 1890

No. 7980. Survey held at Whitby & Stockton Date, First Survey 25 Oct. 89. Last Survey 5 April 1890.
On the Steel Sloop Steamer "Fairmaid" Schooner Rig 2 Masts.

WEIGHT
Under Upper Dk. 1742.76
of Poop 67.81
of Raised Or. 105.92
of Bridge House 303.22
on Deck 6.57
of Hatchways 18.97
Tonnage 2245.25
Crow Space 66.77 94.75
2788
Engine Room 718.48
ster Tonnage 1432.02
out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR ANNING DECKED VESSEL.
Half Breadth (moulded) 19.0
Depth from upper part of Keel to top of Upper Deck Beams 22.9
Girth of Half Midship Frame (as per Rule) 37.2
1st Number 79.1
1st Number, if a 2 Decked Vessel, deduct 7 feet
Length 288.0
2nd Number 22781
Proportions— Breadths to Length 7.57
Depths to Length— Upper Deck to Keel 12.57
Main Deck ditto

Master Nicholson
Year of appointment (1) As master in service of owner of present vessel, 1890
(2) As master of this vessel 1890
Built at Whitby
When built 1890 Launched 6 Mar. 90.
By whom built J. Turnbull & Son
Owners J. Turnbull & Son
Managers
(If desired to be entered in Reg. Book.)
Residence Whitby
Port belonging to Whitby
Destined Voyage Mediterranean
If Surveyed while Building, Afloat, or in Dry Dock

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	288	0	Moulded	38	0	top of Floors to Upper Deck Beams	19	8 3/4	Engines	218	One	Two
Dimensions of Ship per Register, length, 289.6 breadth, 38.3 depth, 19.65												
PLATES, depth and thickness ... 10 x 2 3/4 ... 10 x 2 3/4 ERN-POST for Rudder do. do. ... 10 x 6 ... 10 x 6 " " for Propeller ... 10 x 6 ... 10 x 6 Distance of Frames from moulding edge to moulding edge, all fore and aft ... 24 ... 24 (Class 100A.) AMES, Angle Iron, for 1/2 length amidships ... 5-3 8 ... 5-3 8 for 1/2 at each end ... 5-3 8 ... 5-3 8 REVERSED FRAMES, Angle Iron ... 3 1/2 3 8 ... 3 1/2 3 8 DOORS, depth and thickness of Floor Plate ... cellular bottom at mid line for half length amidships ... as per thickness at the ends of vessel ... Mid Sec. sketch depth at 1/2 the half-bdth. as per Rule ... height extended at the Bilges ... AMS, Upper, Spar, or Anning Deck ... 6 1/2 3 9 ... 6 1/2 3 9 Plate or Tee Bulb Iron ... Single or double Angle Iron on Upper edge ... 24 ... 24 Average space ... AMS, Main, or Middle Deck ... Plate or Tee Bulb Iron ... Single or double Angle Iron on Upper edge ... Average space ... BEAMS, Lower Deck— aft. ... 9 ... 9 Single or double Angle Iron, Plate or Tee Bulb Iron ... 3 1/2 3 7 ... 3 1/2 3 7 Single or double Angle Iron on Upper edge ... 48 ... 48 Average space ... BEAMS, Hold, or Orlop ... 10 ... 10 Single or double Angle Iron, Plate or Tee Bulb Iron ... 4 4 9 ... 4 4 9 Single or double Angle Iron on Upper edge ... Average space ... taper profile KEELSONS Centre line, single or double plate, ... cellular box, or Intercoastal, Plates ... Rider Plate ... double Bulb Plate to Intercoastal Keelson ... bottom Angle Irons ... approved Double Angle Iron Side Keelson ... Side Intercoastal Plate ... do. Angle Irons ... as per sketch Attached to outside plating with angle iron ... BILGE Angle Irons ... do. Bulb Iron ... do. Intercoastal plates riveted to plating for length ... BILGE STRINGER Angle Irons ... 6 4 9 ... 6 4 9 Intercoastal plates riveted to plating for 1/2 length ... SIDE STRINGER Angle Irons ... 6 4 9 ... 6 4 9 The FRAMES extend in one length from ... centre line to tank ... The REVERSED ANGLE IRONS ... on floors and frames extend from middle line to Main Deck and to Lower Deck alternately KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes. And butts properly shifted? Yes. PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 4 1/2 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked cleacher, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre. Butts from Keel to turn of Bilge, worked cleacher, double riveted; with rivets 7/8 in. diameter averaging 3 1/6 ins. from centre to centre. Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr. Edges from Bilge to Main Sheerstrake, worked cleacher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr. Butts from Bilge to Main Sheerstrake, worked cleacher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/6 ins. from cr. to cr. Edges of Main Sheerstrake, double or single riveted. Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted—length amidships. Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for—length amidships. Breadth of laps of plating in double riveting 6 3/4 in. Breadth of laps of plating in single riveting— Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 7. Crutches, 4. What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin. Manufacturer's name or trade mark. Steel from Bessemer & Co. - Eaton The above is a correct description. Iron from South Stockton Iron Co., and West Hartlepool Iron Co. Builder's Signature, Thos. Turnbull & Son Surveyor's Signature, David Smith Phillips Surveyor to Lloyd's Register of British and Foreign Shipping.												

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

If Iron Deck, state if whole or part, and if wood deck is laid thereon.

on or Steel Ship—250—81186 Transf. ...

Do the edges of the carvel work and the butts lay close together throughout their length without requiring any making good of deficiencies? *Reamed*
Are the fillings between the ribs and plates solid single pieces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *Yes. A few.*

Masts, Bowsprit, Yards, &c., are *Iron & Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of Plating, Angle Iron, &c., and further explain by a sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Foremast, 71' 9" x 23 3/4" Ø; Main Mast, 66' 9" x 21 1/4" Ø.*
Plates 5/16 to 3/16 at Head & Keel. Seams double riveted. Butts treble & double.
Iron from West Hartlepool Works.

Number for Equip- ment <i>2529</i>				Test per Certificate Tons.				Machine where Tested and Superintendent, also Name of Chain Maker.				ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)				Weight. Ex. Stock.				Test per Certificate				W'ght req'd per Rule.				Machine where Tested and Superintendent, also Name of Anchor Maker.			
Letter for do. <i>S.</i>				Fathoms & Inches per Rule.																											
N ^o . SAILS.				Number of Certificate.				Fathoms & Inches per Rule.				Number of Certificate				Weight. Ex. Stock.				Test per Certificate				W'ght req'd per Rule.				Machine where Tested and Superintendent, also Name of Anchor Maker.			
Fore Sails,				14857. 23/1/90				135 1 1/2				20057. 19/2/90				32.2.0				30-10-0-0				32.0.0				R. Burrell			
Fore Top Sails,				5996. 20/3/90				135 1 1/2				20012. 12/2/90				32.0.14				30-4-1-14				32.0.0				R. Burrell			
Fore Topmast				5990. 20/2/90				75 1 1/8				20011. 12/2/90				27.3.14				27-0-2-14				27.2.0				R. Burrell			
Stay Sails,				Low Walker Machine				32 Tons				Collective Weights				92.2.0				Total 10.5				91.1.0				R. Burrell			
Main Sails,				Hempen Str'm Cbl.				90 3 1/4				Stream				10.2.21				12.13.0.14				10.2.0				R. Burrell			
Main Top Sails,				TOWLINE				90 7 1/2				Kedge				5.1.14				7.14.0.7				5.1.0				R. Burrell			
and quality				Hemp or Steel Wire				90-7 1/2				2nd Kedge				2.2.7				5.2.2.0				2.2.0				R. Burrell			
Sunt.				Hawser				75 4 1/2																				R. Burrell			
				Warp																								R. Burrell			

Standing and Running Rigging *Wire, Hemp & Mainly* sufficient in size and *good* in quality. She has *4* Long Boats and

The Windlass is *Iron*. *Capstan* *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *of Iron*. How secured in ordinary weather? *Bolted*.

What arrangements for deadlights in bad weather? *Strong shutters*.

Coal Bunker Openings.—How constructed? *Iron*. How are lids secured? *Hatchbars* Height above deck? *15' + 36"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Seven freeing ports each side in*
Bulwarks.

Cargo Hatchways.—How formed? *Plate & angles*.

State size Main Hatch *20.0 x 12.0*. Fore Hatch *12.0 x 12.0*

If of extraordinary size, state how framed and secured....

Hatches, If strong and efficient? *Yes. 3" thick*
Quarterhatches *20.0 x 12.0*
20.0 x 12.0

What arrangement for shifting beams? *Superku*

Order for Special Survey No. *1376*

Date *May 22. 89.*

Order for Ordinary Survey No.

Date

No. *114* in builder's yard.

DAYS OF SURVEY
held while building
as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented....
- 5th. After the ship was launched and equipped

Built under special Survey.

Date 1st Survey *25 Oct. 89.*

— Last — *5 Apr 90* Total No. of Visits *21*

State dates of letters respecting this case *3 Jan 1889 (M).*

General Remarks (State quality of workmanship, &c.) *Built under Special Survey in accordance with the Rules, and the general arrangements in conformity with the Plans submitted, and approved by the Committee, and the materials & workmanship are good.*

Double bottom tested by a head of water equal to the height of the load line & found satisfactory. Decks tested by filling.

A load line has been marked on the vessel's sides in conformity with the assignment made by the Committee, per Sec^y letter of the 10th April, 1890 (M).
as follows viz: — L. 2.0. W. 2.3 1/2 & 5" allowance for Fresh Water.

Freeboards to be recorded in the Register Book.

How are the surfaces preserved from oxidation? Inside *by Portland Cement & paint* Outside *by paint*

Particulars for Record in R.B.—Length of Poop *28* ft., R.Q.D. *76* ft., Bridge Dk., *24* ft., F'castle *32* ft.; No. of Dks. (excluding spar, awn., &c.) *2*

Material of dks. *Steel*. If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *two*;

Official No. *96550*; Signal Letters *LQNK*.

If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100A1 Steel*.

The amount of the Entry Fee£ *5* : is received by me, *W. J. Phillips*

Special£ *79* : *15.4.1890*

(to be sent on per margin). Certificate ...

(Travelling Expenses, if any, £ *7.11.8*).

Committee's Minute

Character assigned *100A1 Steel*

+ Lmb 4/90

Lanc

Record Freeboard

100A1 Steel

100A1 Steel

Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that this vessel

appears eligible to be Classed

100A1 (Steel) as recommended.

1 Dk (Steel) 2 Cns beams.

All D.Ts (particulars appended)

"Hull ok"