

Any further communication on this
subject should be addressed to
THE SECRETARY,
and the following Initial should be
quoted in the left-hand corner.

Lloyd's Register of British
and Foreign Shipping.

2, White Lion Court, Cornhill, E.C.

17th June 1879

B. Weymouth Esq
Sir

As instructed by you we have
this day examined the steering gear of
the Iron S. "Fairbairn" of Aberdeen 1567
Tons Register, a sketch of the same with
measurements as taken by us is herewith
appended.

We have also for comparison
examined the steering gear of the Iron
S. "Brilliant" of Aberdeen 1613 Tons Reg^y
and submit a sketch thereof.

It appears from enquiry that the
screw and one lever arm of the gear
fitted to the "Fairbairn" originally
belonged to the "Spindrift" 899 Tons Reg^y;
both Ends of the screw are supported
by "rests", ~~which~~ independent of the
Rudder head, while the inner End of
the "Brilliant's" rests on the Rudder head;
The size of the screw &c of the former
is greater than the latter, but the pitch
of both screws are nearly equal.

The Captain informed us
that the loss of the main Yard and fore

topsails. checked the speed of the vessel, and then she "broached too" when the wreck of the spars speedily followed.

He attributes no blame to the steering gear, and informs us that in the heaviest of weather she is easily steered by 2 men, the former gear (Skinner's patent) requiring several.

We fail to see any weakness or want of power in the gear now in use.

We also submit a sketch of the heels of the fore & main masts with steps and oak bearers under heel plate which have now been introduced, resting on 3 floors.

We are,

Sir

Your obed^t. servants

Will^m. B. Darby

Thos. Heark.



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Foundation