

No. 2786 Survey held at Bristol on the Ship "Star West"

Date 22nd April 1868

Regd 9/5/65 2786 1868

Tonnage Old 663⁶⁸ New 663⁶⁸ Built at Newbury Port When built 1846 Launched 1846 By whom built United States Owners P. Gething & Co

Port belonging to Newport Destined Voyage Bristol to Rio Janeiro

If Surveyed while Building, Afloat, or in Dry Dock Dry dock

Length aloft				Extreme Breadth Outside				Depth of Hold			
145				30				21			
Feet.				Inches.				Feet.			
IN SHIP.				REQUIRED PER RULE.				IN SHIP.			
Sided.				Sided.				Sided.			
Middle.				Middle.				Middle.			
Ends.				Ends.				Ends.			
Scantlings of Timber.				Outside.				Inside.			
TIMBER AND SPACE				Garboard Strakes				Limber Strakes			
27				3 1/2				12 x 10			
Floors				Garboard to Bilge				Bilge Planks			
11 1/2				3 1/2				4 1/2 x 5			
1st Foothooks				Bilge Planks				Ceiling in Flat			
10				3 1/2				3 1/2			
2nd Ditto				Bilge to Wales				Ditto Bilge to Clamp			
9 1/2				Wales				5			
3rd Ditto				Topsides				Hold Beam Clamps			
Top Timbers				3 1/2				5			
Deck N° 22 Average Space 5 f 3				Sheer Strakes				Deck Beam Ditto			
14				3 1/2				5			
Deck Beams, length amidships				Plank Sheers				Ceiling 'twixt Decks			
27 f 7				5				5			
Hold N° 20 Average Space 5 f 3				Water - Upper Deck 10 x 10 1/2				Hold Beam Shelves			
15 1/2				Ways Lower Deck 18 x 9				Deck Beam Ditto			
Hold Beams, length amidships				Ditto, faying surface against Timbers				-			
29 f 3				Upper Deck 24 x 3				-			
Keel				18 x 9				-			
14				8 1/2				-			
Scarp of Ditto				8 1/2				-			
7 feet				3 1/2				-			
Keelsons				-				-			
14				-				-			
Scarp of Ditto				-				-			
6 feet				-				-			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft				Transoms and throats of Hooks				Hold Beam			
Scarp of Keel, N°				Arms of Hooks				Bolts in			
14 1/2				1 1/2				Waterway			
Keelson Bolts through Keel				Thro' Bilge & Limber Strakes				Knees			
at each Floor				Thickstuff over Double Floors				Shelf or Clamp			
Bolts thro' Heels of Timbers				Butt End Bolts				Waterway			
against Deadwood				Pintles of the Rudder				Knees			
14 1/2				3 1/4				Shelf or Clamp			
14 1/2				1 1/2				Nails or Bolts in Flat of Deck			
14 1/2				1 1/2				Treenails			
14 1/2				1 1/2				18 x 1 1/2			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 21 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of Amer Oak The First Foothooks of Amer Oak

The Second Foothooks of Amer Oak The Third Foothooks and Top Timbers of Amer Oak

The Shifts of the First and Second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen

The Frame is well squared from the First Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is squared

The Frames are not bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is not choked with 2 Butt at each end of the chock. The Main piece of Rudder is Amer Oak Windlass is Amer Oak

The Keel is Oak The Main Keelson is Amer Oak and free from all defects.

The Stem, and Stern Post of Amer Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Amer Oak

Deadwood, of not seen and are free from all defects.

The Deck and Hold Beams of Amer Oak & Pitch Pine The Breasthooks of Amer Oak & Iron The Knees of Amer Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Oak or to the First Foothook Heads

From the above named Height to the Light Water Mark Amer Oak

From the Light Water Mark to the Wales Amer Oak

The Wales and Black-strakes are Amer Oak The Topsides & Sheer-strakes Amer Oak, Pitch Pine & Iron

The Spirketting and Plank-sheers American Oak & Pitch Pine The Water-ways Upper Deck Red Pine Lower Deck Amer Oak

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 3 1/2 Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 22 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Amer Oak

The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Amer Oak & Pitch Pine

Fastenings.—To Hold Beams Amer Oak & Hackmatack Hanging & Lodging Nails to each Beam

Deck Beams Amer Oak Lodging Nails & Iron Hanging Nails to each Beam

Number of Breasthooks 4 Wood & 3 Iron Pointers Crutches 4

Butt End Bolts are of Y. Metal in the Bottom: two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Amer Oak new How Made Turned

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Thomas Condon Surveyor's Signature Henry J. Haynes

BR580-322

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .				N ^o .	Weight.
<u>Five</u> <u>Complete</u> <u>Sent</u>	Fore Sails,	at Bell's <u>Jack 5 1/2 tons</u> Chain	Fathoms. 210 Inches. 1 1/2	Bower,	3 230.0
	Fore Top Sails,	Hempen Stream Cable	90 10	Stream,	2 210.0
	Fore Topmast Stay Sails,	Hawser	90 9	Kedge,	2 50.0
	Main Sails,	Towlines	90 8		
	Main Top Sails,	Warp	90 6		
and <u>good sails</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging Heavy sufficient in size and good in quality.

She has One Long Boat and two other good Boats.

The present state of the Windlass Two Capstans and Rudder foot Pumps Two Metal good

General Remarks and Statement and Date of Repairs, if any.

- DATES of Surveys held while building, as per Section 35.
- 1st. When the Frame is completed Completed Sept 57 and
 - 2nd. When the Beams are put in, &c. Sept 60, second clause.
 - 3rd. { When completed, and before the plank be painted or payed }

This Ship has been under repairs after damage, and S.S. under Section 57, 860.
(second clause) Outside planking scraped bright from Metal line to gunwale,
including Plank sheer & Waterways. Metal stripped. Strake of top sides, a plank in bottom
Strake of deck next Waterway, and a roving fore and aft at Bilge in each side
removed, and all found very sound. Bolts and Screws as per Rule, and found
generally good. Windlass stripped and found good.
The following repairs have been done, and principally on account of damage:-
Main & Pider Keelsons entirely new of Plank. Cap 5. M bolts 18 through each floor.
16 pairs of Iron Piders, two brutes & three Iron Breasthooks introduced. The whole (excepting
Anterior & stern deck) through bolted and clenched with S. Metal bolts 18 & 14. Limber
Strakes new Greenheart 12 x 10. S. Metal bolted with 18 bolts. Two additional bolts of 15.3. M.
through and clenched in side arms of Hanging knees to hold beams, and extra Iron bolts in beam
arms. Waterway or Stager in stern deck of Plank Cap 18 x 9 and well through bolted with 18 Iron
Seven pairs of Standard knees fitted in stern deck on ballast through and clenched. All
the upper and lower deck fastenings new of Iron, and the outside plank through which
they pass, together with a large portion of top sides each side. Sides fastened with Galvanized
Iron Bolts. Plank sheer extra bolted. Retreenailed from lower part of Bilge to upper part of wall
with long bolt 18 & some 14. Fore & Main Mast new. Rigging all as per hauler. False keel new. Deck
Waterway additionally bolted. Deck Beams at Main Hatchway scraped, and part of the deck
and strops new. Caulked all over S. Metal over planked to Wales.
Certificates for the keelson & chain now supplied, produced. The Owners guarantee
to have the Public Test applied on the Ship's return, as per letter attached, if required by
the Committee.
The "Far West" is now a good and well fastened Ship. Rules Sect 57,
and 60 second clause, have been complied with, and we would recommend her
to be classed A. S. S. 65 for 5 years.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered S. Metalled over felt When last done March 1865

We are of opinion this Vessel should be Classed A. S. S. 65 for 5 yrs.

The Amount of the Fee.....£ 5 : : is received by me,

Special£ 10 : 10 :

man ANC X Certificate£ : 5 :

Committee's Minute 9th May 1865

Character assigned A in Reg.
S. S. 65 - 5 Years

Thomas Congdon
Henry Haynes

x Messrs G. W. Jones & Co. Ship Builders, Chappin, (Mon) 1