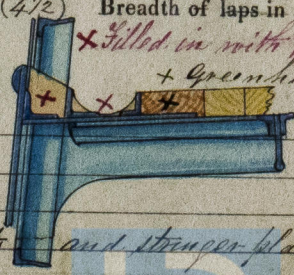


# IRON SHIPS.

No. 1788 Survey held at Delfast Date 4 February 1864  
 on the New Iron Ship Star of Scotia Master J Mc Dowell  
 Tonnage Gross 999 Engine Room — Register — Built at Delfast Launched 9 Jan'y  
 When Built 1864 By whom built Harland & Wolff Owners James P. Barry & Co  
 Port belonging to Delfast Destined Voyage India via Liverpool  
 Surveyed Afloat or in Dry Dock Specially Surveyed while Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
207			32			22		3		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Stem, N bar iron, moulding and thickness	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.
	20		20			if plate iron, breadth and thickness	10	2 1/2	8	3
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	4 1/2	3	8 1/2	4 1/4	3	Stern-post, N bar iron, moulding and thickness	8	3	8	3
depth and thickness of Floor Plate at mid line	28		10 1/2	22	10 1/2	if plate iron, breadth and thickness				
depth and thickness of Floor Plate at Bilge Keelson	9 1/2		10 1/2			Keel, N bar iron, depth and thickness	10	2 1/2	8	3
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	7 1/2	3 1/4	3	if plate iron, breadth and thickness				
Frames, Size of Angle Iron, single or double	4 1/2	3	8 1/2	4 1/4	3	Garboard Plates, thickness				
Reversed Iron, N to every frame or every frame	3 1/2	3	7 1/2			From Garboard to upper part of Bilge	13 1/2		13 1/2	
Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	4 1/2	3	4 1/2	From upper part of Bilge to Sheerstrakes	12 1/2		12 1/2	
depth & thickness of plate amidships	8	7 1/2	8			Sheerstrakes	11 1/2	10 1/2	11 1/2	10 1/2
double or single Angle Iron, Bulb Iron on lower edge	30 1/2		30 1/2			Breadth & thickness of Butt Straps to outside plating	9 1/2	12 1/2	12 1/2	12
average space between	30 1/2		30 1/2			Planksheers				
if wood (N°) sided & moulded						Gunwale Plate or Stringer on ends of Up. Dk Beams	24	11 1/2	24	11 1/2
Hold, or Lower Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	4 1/2	3	4 1/2	Angle Iron on ditto	5, 4	9 1/2	5, 4 1/4	9 1/2
depth & thickness of plate amidships	1		10 1/2	8	8 1/2	Waterway				
double or single Angle Iron, Bulb Iron on lower edge	30 1/2		30 1/2			Deck	3 1/2		3 1/2	
average space between	30 1/2		30 1/2			Ceiling in Hold	2 1/2			
if wood (N°) sided & moulded						Ceiling betwixt Decks	2 1/4			
Paddle, wood, sided and moulded or if Iron, size of Plate						Beam Clamps				
Engine						Shelf				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions						Stringer Plates on ends of Hold or Lower Dk Beams	24	11 1/2	24	11 1/2
Side or Bilge						Ceiling between Decks	2 1/4			
Number	3					Stringer or Tie Plates outside Hatchways	12	11 1/2	12	11 1/2
						Deck Beam Clamps				
						Shelf				
						Stringers in Hold	8, 4	9 1/2	5, 4 1/4	9 1/2
						Deck, Lower	3			
						Deck, Upper, how fastened to Beams				

Transoms, material Iron or, if none, in what manner compensated for. By flooring plate rivetted to frame & tapped to stern post  
 Knight-heads — Bulkheads, N° 3rd Main Deck Thickness of 1/2 in  
 Hawse Timbers — are they free from defects? Yes how secured to the sides of the ship rivetted between two frames  
 size of vertical angle iron and their distance apart 3/4 x 3/4 1/2 in apart  
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (1/8 in.) rivets, about (6 in.) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from 1/2 in apart on each side alternately to hold beam stringer & to  
 on the frames — from — to —  
 Keelson, how are the various lengths of plates or angle irons connected? With butt straps and double rivetted  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (5/8 in.) diameter averaging (4 in.) from centre to centre of rivet.  
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter, averaging (3 in.) from centre to centre of rivets.  
 Butts from Keel to turn of bilge, worked carvel with a lining piece (12 1/2 in.) thick, double or single rivetted; rivets (1/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Alternately  
 Edges from bilge to planksheer, worked carvel with a lining piece ( ) thick, double or single rivetted; rivets (1/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Alternately  
 Butts from bilge to planksheers, worked carvel with a lining piece (11 1/2 in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (—)  
 Planksheer, how secured to the plating of the sides { Explain by sketch, }  
 Waterway — planksheer and to the Beams { if necessary. }  
 Side trussing — breadth and thickness of plates — how secured?  
 Deck trussing — — — — ?  
 Deck Beams, how secured to the side? Keel plates welded & rivetted to frames  
 Hold or Lower Deck — The same as above, and diagonal trussing to masts and stringer plates  
 Paddle — —  
 No. of breasthooks 4 crutches 3 how are pointers compensated? By plate iron rivetted to frames  
 What description of iron is used for the angle iron and plate iron in the vessel? Whittington & Woburnhampton Builder's Signature



IRON 437-0153



**Workmanship.**

Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Filled in solid

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
	Fore Sails,	Admiralty, Best <u>57. 5. 10</u>	150	1 1/2	Porter's Patent, Tested to <u>29. 0. 10</u>	1	30. 0. 18
	Fore Top Sails,	Chain <u>57. 5. 10</u>	150	1 1/2	Bower, <u>29. 0. 10</u>	1	20. 1. 18
	Fore Topmast Stay Sails,	Hempen Stream Cable <u>20. 5. 0</u>	90	1 1/2	Common, Iron Stock <u>29. 10. 0</u>	1	27. 3. 23
	Main Sails,	Hawser .....			Stream, <u>Porter's Patent</u>	1	11. 0. 18
	Main Top Sails,	Towlines .....			Kedge, .....	1	5. 0. 18
and		Warp .....				1	2. 2. 2
		All of _____ quality.					

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has one 24 feet Long Boat and three others

The present state of the Windlass is Good Capstans Good and Rudder Good Pumps 4 best metal, good

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

DATES of Surveys held while building, as per Section 17.	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>July 14<sup>th</sup> 1863</u>
	2nd.	On the plating during the progress of rivetting	<u>Sept 10<sup>th</sup> "</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>July 14<sup>th</sup> "</u>
	4th.	When the ship was complete, and before the plating was finally coated	<u>Dec 23<sup>rd</sup> "</u>
	5th.	After the ship was launched	<u>July 4 1864</u>

This vessel has eight diagonal tie plates  $9 \times 8 \frac{1}{2}$  in on main deck. And two angle Irons  $3 \frac{1}{2} \times 3 \times \frac{1}{4}$  in rivetted back to back, on each side of hatches on lower deck, from brake of Raised quarter deck, to stringer plates at the bow. Main line keelson  $21 \times 13 \frac{1}{2}$  in deep amidships, tapering to  $10 \times 13 \frac{1}{2}$  in at ends, with additional plate rivetted on top for 40 feet  $11 \times 13 \frac{1}{2}$  in amidships. Mash plates  $\frac{1}{2}$  in rivetted between the two Angle Irons of bilge keelson for 46 feet amidships. Butts of sheerstrakes, and upper deck stringers, are treble rivetted, for about 90 feet on each side amidships.

In what manner are the surfaces preserved from oxidation? The flat of floor inside, to round the turn of bilge, all fore and aft is Portland Cemented, Above this together with the entire of hull is coated thrice, with a mixture of Red & White Lead paint

I am of opinion this Vessel should be classed A

The amount of the Fee ..... £ 5 : - : - is received by me, Wm Linton

Wm Linton Special ..... £ 49 : 19 : 6

Certificate (if required) ..... £ : : See hitherto annexed

Committee's Minute 12<sup>th</sup> February 1864

Character assigned A

I concur in the above recommendation  
11 Feb 1864 J.H.R.



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