

IRON SHIPS.

No. 1803 Survey held at Belfast Date 3rd August 1864
 on the New Iron Ship "Star of Albion" Master John Smith
 Tonnage under tonnage deck 999.45 Built at Belfast When built 1864 Launched 20th July
 Ditto of poop — or spar deck — By whom built Harland & Wolff Owners James P. Corry & Co
 Ditto of engine room — Port belonging to Belfast Destined Voyage India via Liverpool
 Total Register tonnage 1025.15 If Surveyed while Building, 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.	N ^o . of Decks
<u>210</u>	<u>6</u>		<u>32</u>	<u>1</u>		<u>22</u>	<u>1/2</u>				<u>2</u>
(Dimensions of Ship per Register, length <u>214</u> breadth <u>32 1/2</u> depth <u>21 1/2</u>)											
Keel, N ^o bar iron, depth and thickness.....	Inches in Ship.		Inches required per Rule.								
	<u>10 x 2 1/2</u>		<u>8 x 3</u>								
„ if plate iron, breadth and thickness	<u>10 x 2 1/2</u>		<u>8 x 3</u>								
Stem, N ^o bar iron, moulding and thickness	<u>8 x 3</u>		<u>8 x 3</u>								
„ if plate iron, breadth and thickness	<u>21</u>		<u>21</u>								
Stern-post, N ^o bar iron, moulding and thickness											
„ „ if plate iron, breadth and thickness											
Distance of Frames from moulding edge to moulding edge, all fore and aft											
Frames, Size of Angle Iron, single or double..	<u>4 1/2</u>		<u>8 3/4</u>								
„ „ Reversed Iron, N ^o to every frame or every frame.....	<u>3 1/2</u>		<u>7 1/4</u>								
Floors, depth and thickness of Floor Plate at mid line	<u>24</u>		<u>22</u>								
„ Ditto ditto at Bilge Keelson	<u>8</u>		<u>10 1/4</u>								
„ Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	<u>3 1/2</u>		<u>7 1/4</u>								
Beams, Deck (N ^o) double Angle Iron, Plate, Tee, or Bulb Iron	<u>6</u>		<u>18 1/4</u>								
„ „ double or single Angle Iron, on edge.....	<u>3</u>		<u>1 1/4</u>								
„ „ average space between	<u>4 1/2</u>		<u>4 1/2</u>								
„ Hold, or Lower Deck (N ^o) double Angle, Tee, Plate, or Bulb Iron	<u>8</u>		<u>8 1/4</u>								
„ „ double or single Angle Iron on edge.....	<u>3</u>		<u>1 1/4</u>								
„ „ average space between	<u>4 1/2</u>		<u>4 1/2</u>								
„ Paddle, sided and moulded, thickness of Plate, size of Angle Iron											
„ Engine „ „ „ „											
Keelson, single or double plate, box, or intercostal											
„ Size of Plates											
„ Size of Angle Irons											
„ Side, single or double, plate, box, or intercostal											
„ Bilge (No. /) at each Bilge, single, or double, plate, or box											

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Iron

The Frames extend in one length from Keel to Gunnwales

The reverse angle irons on the floors extend in one length across the middle line from 3/2 to 4 feet on to each side alternately to hold down stringers

„ „ „ on the frames „ „ „ from Keel to Keel

Keelson, how are the various lengths of plates or angle irons connected? With butt straps and double rivetted

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1 1/2 x 1/2 ins.) diameter, averaging (4 1/2 in.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 ins.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps (13 x 12) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Alternately

„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (1/4 in.) diameter, averaging (2 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? Alternately

„ Edges of Sheerstrake, double or single rivetted? At upper edge Double At lower edge Double

„ Butts from bilge to planksheers, worked carvel with butt straps (9 x 10) thick, double or single rivetted; with rivets (1/4 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (5) Breadth of laps in single rivetting (3)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?

Planksheer, how secured to the plating of the sides { Explain by sketch }

Waterway „ „ planksheer and to the Beams { if necessary. }

Deck Beams, how secured to the side? Keel plates welded and rivetted to frames

Hold or Lower Deck ditto The same as above

Paddle „ „

No. of breasthooks 4 crutches 3

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?

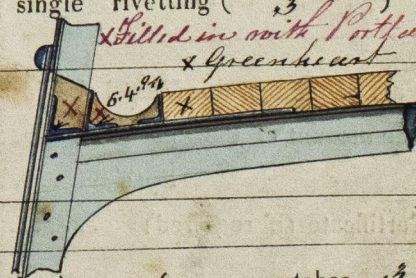
Manufacturer's name or trade mark Plates by Stamer Iron. Bars by Blackburn Iron Co

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

Builder's Signature Harland & Wolff

Surveyor's Signature Alfred Smith

IRON 437A 0234



Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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, butt straps, 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, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &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 rivetting, quality of Materials, and if stamped with Maker's name.)

The lower Mast & lower Yards, also the lower fore Topail Yard are all made of Iron, and the lower Main & Topail Yards & the others wood.
Fore & Main Mast plates 3/8 thick. Mizzen 3/16. Three angle Irons 3 1/2, 3, 4 in each 30 feet.
Angle Irons for entire length 3 1/2 x 3, 4/16. Butts of plating double, treble & quadruple rivetted where most strength is required. Plates said to be best Rother plate. Made by Stanger & Son.

SAILS.

CABLES, &c.

ANCHORS and their weights.

SAILS		CABLES, &c.		ANCHORS and their weights.	
No.				No.	Weight.
2	Fore Sails,	Chain	300	1	29.3.25
2	Fore Top Sails,	Hempen Stream Cable	90	1	29.2.14
2	Fore Topmast Stay Sails,	Hawser	90	1	34.0.25
1	Main Sails,	Towlines	40	1	11.0.19
1	Main Top Sails,	Warp	90	1	5.0.20
and well found in other sails		All of	Good quality.	1	2.2.15

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 Capstan 2 Good and Rudder Good Pumps 4 Cast Metal good

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	Feb 16 th 1864
No. _____	Surveys held	2nd.	On the plating during the progress of rivetting	April 8 th "
Date _____	while building	3rd.	When the beams were in and fastened, and before the decks were laid	Feb 16 th "
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	June 5 th "
No. _____	Section 18.	5th.	After the ship was launched	August 3 rd
Date _____				

State if she has a Spar Deck No. Raised quarter deck 3 feet high Forecastle Topgallant

General Remarks. This Vessel has four diagonal tie plates 8 x 8 on main deck beams and two Angle Irons 3 1/2 x 3 1/16 rivetted at Centre on lower deck beams from brake of Raised quarter deck to stringer forward. has diagonal tie plates to each Mast. Main line keelson 14 1/2 x 13 1/16 in deep amidships, tapering to 10 1/2 x 13 1/16 at ends, with additional plate 11 x 12 rivetted on top for 44 feet amidships. Butts of sheerstrakes and upper deck stringer are treble rivetted for about 90 feet on each side amidships. Wash plates 4 1/2 rivetted between the two angle Irons of bilge keelsons 6 1/2 feet amidships.

In what manner are the surfaces preserved from oxidation? Inside Plat of bottom to top of bilge Portland Cemented
Ditto ditto Aboue this twice Coated with Mineral Paint
Outside Twice Coated with Mineral Paint, and up to 10 feet water line Coated with McInnes's Patent green

I am of opinion this Vessel should be Classed A
The amount of the Fee £ 5 : 0 : 0 is received by me, Wm Linton
Special £ 49 : 19 : 0
Certificate (if required) £ 54 : 19 : 0

Committee's Minute 16 August 1864

Character assigned A
Wm Linton
29/8/64

I have examined this
and concur in the recommendation
15/8/64
Lloyd's Register
Foundation