

IRON SHIPS.

No. 1915 Survey held at Belfast Date 10th July

Rev 10/7/68

1865

on the new ship "Star of Persia"

Master Savage

Tonnage under tonnage deck 1192.81

Built at Belfast

When built 1868

Launched June 23rd

Ditto of ~~poop~~ ^{Raised} or spar deck 37. 79

By whom built Harland & Wolff

Owners James H. Brown

Total Register tonnage	Deck Houses	15.59
		1224.04

Port belonging to Belfast

Destined Voyage Saleutta via Liverpool

Gross Tonnage 1288.43

Surveyed while Building, Afloat, or in Dry Dock *Specially Surveyed while Building*

[illegible]

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 Quartern rivetted through plates with ($\frac{7}{8}$ in.) rivets, about ($\frac{1}{2}$ in.) apart

The reverse angle irons on the floors extend in one length across the middle line from 2 to 5 feet on to each side alternately to hold beam ^{girders} straps & to

“ “ “ on the frames “ “ “ from 25 to 25

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

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ($\frac{1}{2}$ in.) diameter, averaging ($\frac{3}{2}$ in.) apart.

Edges from Garboards to upper part of bilge, worked ~~single~~ ^{double} ~~or~~ ^{in alternately} rivetted; with rivets ($\frac{1}{8}$ in.) diameter, averaging (3 ins.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps ($\frac{1\frac{1}{2}}{16} \times \frac{1}{2}$) thick, double or single rivetted; with rivets ($\frac{1}{8}$ in.) diameter, averaging (ins) apart. Do the butt straps lap over and rivet through the lands of the strake below? *Alternate*

Edges from bilge to sheerstrake, worked ^{out in alternately} carvel with a lining piece () thick, or clench, double ~~or~~ single rivetted; with rivets ($\frac{1}{8}$ in.) diameter, averaging ($\frac{3}{4}$ 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 Single At lower edge Double

„ Butts from bilge to planksheers, worked carvel with butt straps ($\frac{11}{16}$, $\frac{10}{16}$ & $\frac{12}{16}$) thick, double or single rivetted; with rivets ($\frac{1}{8}$ in.) diameter, averaging ($\frac{1}{2}$ ins.) apart. Breadth of laps in double rivetting (5 in.) Breadth of laps in single, rivetting (3 in.)

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	<i>if necessary.</i>
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Deck Beams, how secured to the side? Knee plates welded and rivetted to frames

Gold or Lower Deck ditto Same as above

iddle

No. of breasthooks *J*crutches 5

at description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. *Plates from West Cumberland Hematite Iron Co*

Manufacturer's name or trade mark *Angle Iron from Hopkins, Culkes & Co Middleborough*

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

er's Signature

Surveyor's Signature

Wm. Linton

Lloyd's Register
Foundation

1202442-0335

6369 Lm

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 West-Lumberland Hematite Iron)

Fore & Main Mast: Bowsprit: Fore & Main Lower Yard. and Lower Topsail Yards are of Iron
Three angle Irons $3\frac{1}{2} \times 3\frac{1}{4}$ in each mast and Bowsprit the entire length. Three angle
Iron $3 \times 2\frac{1}{2} \times 5\frac{1}{2}$ averaging 45 feet long in each lower Yard; And three angle Irons
same as above 39 feet long in Topsail Yards. Butts fastened with two, three
and four tier of Chain rivetting.

She has SAILS.		CABLES, &c., tested at				ANCHORS, tested at				
No.		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. Stock.
2	Fore Sails,	Chain					Bowers			
2	Fore Top Sails,	Hemp								
2	Fore Topmast Stay Sails,	Stream Cable								
1	Main Sails,	Hawser		90	9 $\frac{1}{2}$		Stream			
1	Main Top Sails,	Towlines		90	7					
		Warp		90	5		Kedges			
and well found in the sails		All of <u>Good</u> quality.								

Her Standing and Running Rigging — sufficient in size and — in quality.

She has 27 $\frac{1}{2}$ feet Long Boat and 3 others Good

The present state of the Windlass is Good Capstans 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 February 1868
 No. 23 Surveys held 2nd. On the plating during the progress of rivetting March
 Date 14 January while building 3rd. When the beams were in and fastened, and before the decks were laid February
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated May
 No. — Section 18. 5th. After the ship was launched July
 Date —

State & she has a R. Quarter Spar Deck Peep Y Forecastle

General Remarks, The tonnage as out on the main beam of this vessel has slightly exceeded what was intended, and in consequence the scantling of main piece of Rudder Stringers, and keelsons is slightly under the Rule. The middle line keelson plates is however 18 $\frac{1}{4}$ inches deep amidships, and 11 inches at ends, with a plate on top for 50 feet amidships 3 $\frac{1}{4}$ in thick and 11 inches wide, the butt straps of the keelsons are also long and fastened with three to four tiers of chain rivetting amidships so that the total strength of the keelson is much in excess of what is required. There is also a deviation from the Rules in this vessel which was discovered by Mr Martin while here, as he pointed out that the garboard stroke butts were only shifted one space of frames instead of two spaces. This was caused by my having read Rule 2, Page 41, as if the shift of garboard stroke two spaces was only required when the keel was composed of several thicknesses of plates.

The quality of the Iron of which this vessel is constructed is remarkably good and the workmanship throughout is first rate, and I am of opinion that she may be classed A provided the exceptions to the Rules as aforesaid can be overlooked by the Committee.

In what manner are the surfaces preserved from oxidation? Inside the bottom up to hold stringer is cemented all round and right fore and aft with Portland Cement. From stringer up painted with two coats oxide of Iron & one coat of white lead paint
 Ditto ditto Outside two coats of oxide of Iron bottom coated to 15 feet with Lewis' antifouling Grease, from 15 to 20 feet with a mixture of red & white lead, & topside painted

I am of opinion this Vessel should be Classed —

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

Special £ 1 : 7 : -

Certificate (if required) £ - : - : -

Committee's Minute 21 July 1868

Character assigned A - was



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