

IRON SHIP.

17990

No. 2186 Survey held at Stockton Date, First Survey October 24th 1874 Last Survey March 24th 1874

On the Ship "Star of the Sea" Master D. Evans

TONNAGE under Tonnage Deck	1134.24	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Under Tonnage Deck		SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded)	19.1/2	DEPTH from upper part of Keel to top of Upper Deck Beams
DEPTH from upper part of Keel to top of Upper Deck Beams	25.6/2	GIRTH of Half Midship Frame (as per Rule)
GIRTH of Half Midship Frame (as per Rule)	38.6	1st NUMBER
1st NUMBER	83.2	1st NUMBER, if THREE-DECKED VESSEL [deduct 7 feet]
LENGTH	223.5	PROPORTIONS—Breadths to Length
PROPORTIONS—Breadths to Length	5 and under 6	Depths to Length—Upper Deck to Keel
Depths to Length—Upper Deck to Keel	8.9	Main Deck ditto

Built at Stockton
 When built 1846-47 Launched 13th Feb 1847
 By whom built Richardson, Duck & Co
 Owners Walsh, Brothers
 Port belonging to Sunderland
 Destined Voyage Sydney
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH of deck as Rule 223.5 BREADTH—Moulded 38.3 DEPTH top of Floors to Upper Deck Beams 23.6 Power of Engines 1 Horse. 1 No. of Decks with flat laid two No. of Tiers of Beams two

Dimensions of Ship per Register, length, <u>223.5</u> breadth, <u>38.3</u> depth, <u>23.65</u>	Inches in Ship.	Inches per Rule.						
HEEL, depth and thickness	9	9	9	9	9	9	9	9
TEMP, moulding and thickness	9	9	9	9	9	9	9	9
TERN-POST for Rudder do. do.	9	9	9	9	9	9	9	9
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5	5	5	5	5	5	5	5
DO. for 1/2 at each end	5	5	5	5	5	5	5	5
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
BOARDS, depth and thickness of Floor Plate	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
mid line for half length amidships	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
thickness at the ends of vessel	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
depth at 3/4 the half-bdth, as per Rule	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
eight extended at the Bilges	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Upper, Spar, or Awning Deck	9	9	9	9	9	9	9	9
Double Ang. Iron, Plate or Tee Bulb Iron	9	9	9	9	9	9	9	9
or double Angle Iron on Upper edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
average space	48	48	48	48	48	48	48	48
MS, Main, or Middle Deck	9	9	9	9	9	9	9	9
or d'ble Ang. Iron, Plate or Tee Bulb Iron	9	9	9	9	9	9	9	9
or double Angle Iron, on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
average space	48	48	48	48	48	48	48	48
MS, Lower Deck, Hold, or Orlop	9	9	9	9	9	9	9	9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9	9	9	9	9	9	9	9
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Average space	48	48	48	48	48	48	48	48
ELSONS Centre line, single or double plate, box, or Intercostal, Plates	14	14	14	14	14	14	14	14
Rider Plate	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Bulb Plate to Intercostal Keelson	5	5	5	5	5	5	5	5
Angle Irons	5	5	5	5	5	5	5	5
Double Angle Iron Side Keelson	5	5	5	5	5	5	5	5
Side Intercostal Plate	5	5	5	5	5	5	5	5
do. Angle Irons	5	5	5	5	5	5	5	5
Attached to outside plating with angle iron	5	5	5	5	5	5	5	5
Angle Irons	5	5	5	5	5	5	5	5
do. Bulb Iron	5	5	5	5	5	5	5	5
do. Intercostal plates riveted to plating for length	5	5	5	5	5	5	5	5
Stringer	5	5	5	5	5	5	5	5
Stringer Angle Irons	5	5	5	5	5	5	5	5
Intercostal plates riveted to plating for length	5	5	5	5	5	5	5	5
Stringer Angle Irons	5	5	5	5	5	5	5	5

Flat Keel Plates, breadth and thickness ... 36 11 36 11
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 3 Strakes }
 from up. part of Bilge to lr. edge of Strake }
 Main Sheerstrake, breadth and thickness of doubling at Strake, & length applied from Mn. to Upr. or Spar Dk. Strake. }
 Up. or Spar Dk Strake, brdth & thickness }
 Butt Straps to outside plating, breadth & thickness }
 Lengths of Plating ... }
 Shifts of Plating, and Stringers ... }
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... }
 Angle Iron on ditto ... }
 Tie Plates fore and aft, outside Hatchways ... }
 Diagonal Tie Plates on Beams No. of Pairs, }
 Planksheer material and scantling ... }
 Waterways do. do. ... }
 Flat of Upper Deck do. do. ... }
 How fastened to Beams ... }
 Stringer Plate on ends of Main or Middle Deck }
 Beams, breadth and thickness ... }
 Is the Stringer Plate attached to the outside plating? }
 Angle Irons on ditto, No. ... }
 Tie Plates, outside Hatchways ... }
 Diagonal Tie Plates on Beams, No. of pairs }
 Waterways materials and scantlings ... }
 Flat of Middle Deck do. do. ... }
 How fastened to Beams ... }
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... }
 Is the Stringer Plate attached to the outside plating? }
 Angle Irons on ditto, No. ... }
 Stringer or Tie Plates, outside Hatchways ... }
 Flat of Lower Deck do. do. ... }
 Ceiling betwixt Decks, thickness and material ... }
 do. do. ... }
 Main piece of Rudder, diameter at head ... }
 do. at heel ... }
 Can the Rudder be unshipped afloat? }
 Bulkheads No. ... Thickness of ... }
 Height up ... }
 How secured to sides of ship }
 Size of Vertical Angle Irons 3 1/2 x 3 1/2 and distance apart 30 ins. }
 Are the outside Plates doubled two spaces of Frames in length? }

material. Knight-heads. Hawse Timbers. Plating & Angls
 Brass Green Heart Pall Bitt Green Heart

FRAMES extend in one length from Keel to gunwale Riveted through plates with 1/8 in. Rivets, about 1/2 apart.
 REVERSED ANGLE IRONS on floors and frames extend across middle line to gunwale and to alternately
 MS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
 Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 2 1/8 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 1/8 ins. from centre to centre.
 Butts of Three Strakes at Bilge for one-half length, treble riveted with Butt Straps 1/10 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/8 in. diameter, averaging 3 1/8 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/8 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 Breadth of laps of plating in double riveting 4 3/4; 5 1/4 Breadth of laps of plating in single riveting
 Splices of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes
 How secured to Beams Cuttles (Explain by Sketch, if necessary.)
 How secured to the various Decks, how secured to the sides? Ends turned and welded No. of Breasthooks, Five Crutches, Four
 Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? good
 Maker's name or trade mark, Hopkins & Co & Barnesfield
 Above is a correct description.
 Builder's Signature, Richardson Duck & Co Surveyor's Signature, J. J. ...

Workmanship. Are the butts of plating planed or otherwise fitted? Planed
 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
 Are the fillings between the ribs and plates solid single pieces? Solid pieces
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes
 Do any rivets break into or through the seams or butts of the plating? Some in Butts 17990 Lm

Masts, Bowsprit, Yards, &c., are Iron in good condition, and sufficient in size and length. If of Iron or Steel give 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 riveting, quality of Materials, and if stamped with Maker's name. Good B. Crossfield

State also Length and Diameter of Lower Masts and Bowsprit
 P. Mast 83'-6" x 30" three plates in the round, plates 5/16" thick, three angles 5/16" x 3/8" x 5/16", checks 1/8", angles 5' x 3 1/2" x 3/8", doubling at wedging 1/8", seams single, butts double & knuckle at wedging.
 M. Mast 86'-3" x 30" three plates in the round, plates 5/16" thick, three angles 5/16" x 3/8" x 5/16", checks 1/8", angles 5' x 3 1/2" x 3/8", doubling at wedging 1/8", in other respects as P. Mast
 Miz. Mast 46'-9" x 24" plates 5/16" thick, three angles 5/16" x 3/8" x 5/16", checks 1/8", angles 5' x 3 1/2" x 3/8", doubling at wedging 1/8", in other respects as other masts.
 Bowsprit 34' x 28" plates 3 in the round 5/16" thick, three angles 5/16" x 3/8" x 5/16" in other respects as masts.

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Certificates.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
								Bowers	Stream					
	Fore Sails,	Chain	240	1 1/8	88 1/2	240	63 1/4	3	34-2-19	3	32-2-3-0	34-0-0	31-12-0-0	
	Fore Top Sails,	Seay's Bowering House			Richardson D. L. Sewer			3	33-3-23	3	31-12-2-0	34-0-0	31-12-0-0	
	Fore Topmast Stay Sails	Hmpn Strm Cbl	90	1				2	27-1-2	2	28-2-0-0	28-3-14	24-16-0	
	Main Sails,	Hawser ...	90	1 1/2				1	13-3-8	1	12-18-3-0	13-2-0		
	Main Top Sails,	Towlines ...	90	1 1/2				2	6-3-26	2	4-18-2-0	6-3-0		
		Warp ...	90	1 1/2					3-0-22	3	5-2-2-0	3-2-0		
		quality good												

Standing and Running Rigging Wires & Hanks sufficient in size and good in quality. She has two Life Long Boats and one cutter, one big one & one small.

The Windlass is good Capstan good and Rudder good Pumps (2) good

Engine Room Skylights. How constructed? How are lids secured? Height above deck?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Five Scuppers and four Ports each side

Cargo Hatchways. How formed? 5/16" Iron coverings

State size **Main Hatch** 19'-6" x 10'-0" Forehatch 8' x 6' Quarterhatch 6'-4" x 6' & 8' x 6'

If of extraordinary size, state how framed and secured? Yes

What arrangement for shifting beams? Web plate 24" x 3/16"

Hatches, If strong and efficient? Yes

Order for Special Survey No. 599 Date 13th Nov 1876

Order for Ordinary Survey No. 230 in builder's yard.

General Remarks (State quality of workmanship, &c.) Workmanship and Materials good

Has a Topgallant Forecastle: - Frames to top height, Beams 6 1/2" x 4 1/2" Bulw angles 3" x 2 1/2" x 3/8" Stringer plate on deck 2 1/2" x 6 1/2" angles 4" x 3 1/2" x 1/2" Six plates 9" x 1 1/2" Plating 5/16" Waterway 10" x 3 1/2" Seat Deck 3" U.S. fastened with 5/16" l. & n. B. Poop rounded forward, Beams 6" x 3 1/2" x 1/2" Stringer plate 2 1/2" x 6 1/2" Six plates 9" x 1 1/2" Plating 5/16" Deck 3" U.S. fastened with 5/16" l. & n. B.

Richardson Duck & Co

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed 100A

The amount of the Entry Fee ... £ 5 : 4 : 4 is received by me, [Signature]

Special ... £ 60 : 18 : 4 14th March 1877

Certificate ... £ : : £

(Travelling Expenses, if any, £. _____)

Committee's Minute 20th March 1877

Character assigned 100A



See Description dated 24th Oct. 31st Oct. 1876 & 1877