

No. 2449 Survey held at Belfast Date, First Survey 3rd March 77 Last Survey 9th January 1878
On the Iron Sailing Ship "Star of France" Master Hughes

TONNAGE under Tonnage Deck 1479.27
Ditto of Third, Spar, or Awning Deck. 106.05
Ditto of Poop, or Raised Or. Dk. 10.76
Ditto of Houses on Deck 48.10
Gross Tonnage 1644.18
Less Crew Space 75.01
Less Engine Room
Register Tonnage as out on Beam 1569.17

ONE OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 10.00
DEPTH from upper part of Keel to top of Upper Deck Beam 25.25
GIRTH of Half Midship Frame (as per Rule) 34.45
1st NUMBER 82.00
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH 248.50
2nd NUMBER 203.44
PROPORTIONS—Breadths to Length 6.53
Depths to Length—Upper Deck to Keel 9.50
Main Deck ditto

Built at Belfast
When built 1844 Launched 21 November
By whom built Holland & Wolff
Owners James P. Corry
Port belonging to Belfast
Destined Voyage Calcutta
& Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 248 6
BREADTH Moulded 38 0
DEPTH top of Floors to Upper Deck Beams 23 0
Power of Engines
Horse.
Nº. of Decks with flat laid
Nº. of Tiers of Beams

Dimensions of Ship per Register, length, 258 breadth, 38 depth, 22.85

KEEL, depth and thickness 9 1/2 x 3/4
STEM, moulding and thickness 9 1/2 x 3/4
TERN-POST for Rudder do. 9 1/2 x 3/4
for Propeller
ance of Frames from moulding edge to building edge, all fore and aft 24"

FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/2 at each end
REVERSED FRAMES, Angle Iron
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges.
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space.
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space.
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space.
KEELSONS Centre line, single or double plate, box, or intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate de. Angle Irons Attached to outside plating with angle iron
BILGE Angle Irons de. Bulb Iron de. Intercostal plates riveted to plating for length
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length
SIDE STRINGER Angle Irons
Transoms, material. Knight-heads. Hawse Timbers.
Windlass Gunheart Pall Bitt

Flat Keel Plates, breadth and thickness
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied
fm up. part of Bilge to lr. edge of Sh'rstrake
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.
Up. or Spar Dk Sh'rstrake, 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.
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
Ceiling betwixt Decks, thickness and material in hold do.
Main piece of Rudder, diameter at head do. at heel
Can the Rudder be unshipped afloat?
Bulkheads No. Thickness of Height up to upper deck
How secured to sides of ship
Size of Vertical Angle Irons and distance apart
Are the outside Plates doubled two spaces of Frames in length?

The FRAMES extend in one length from keel to Gunheart Rail act. Riveted through plates with 1/8 in. Rivets, about 1/2 apart.
The REVERSED ANGLE IRONS on floors and frames extend from about middle line to the upper deck beam plate alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 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 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 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 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. In lower edge only
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 3
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Quaduple, treble and double
Waterway, how secured to Beams (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? True turned down riveted No. of Breasthooks, 4 Crutches, 4
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c? James P. Corry & Co. Ltd. Belfast
Manufacturer's name or trade mark, "Holland & Wolff" 16" Cast Iron Plates, 4" x 16" x 1/2" Cast Iron
The above is a correct description.
Builder's Signature, Holland & Wolff Surveyor's Signature, James P. Corry
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Hammered*
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? *Yes*
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? *No*

20120 Iron

Masts, Bowsprit, Yards, &c., are *throughout* 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.

State also Length and Diameter of Lower Masts and Bowsprit. *The masts and spars of this vessel are similar to those of sister ship "Star of Italy," particulars please see Report No 2464. The plating (Fore Head &c) has been submitted to hot and cold tests, and found of good quality.*

NUMBER for EQUIPMENT 21,735		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Test req'd per Rule.
SAILS.							Bowers	1	34.2.25	34.6.0	36 1/2	33 1/2
Fore Sails,		135 1/2	15 1/4	94 1/2	240	94 1/2		1	34.1.5	33.19.20	35 1/2	32 1/2
Fore Top Sails,		135	15 1/4	64 1/2	115 1/2	64 1/2		1	30.3.18	29.6.10	32	30 1/2
Fore Topmast Stay Sails												
Main Sails,		90	15 1/4	34 1/2	90	15 1/4						
Main Top Sails,		90	15 1/4	10 1/2	90	10 1/2						
CABLES, &c.							Kedges	2	32.19.5	31.1.14	31 1/2	
Chain												
Hmpn Strm Cbl		90	15 1/4	34 1/2	90	15 1/4						
Hawser ...		90	15 1/4	10 1/2	90	10 1/2						
Towlines ...		90	15 1/4	10 1/2	90	10 1/2						
Warp ...		90	15 1/4	10 1/2	90	10 1/2						
quality		90	15 1/4	10 1/2	90	10 1/2						

Standing and Running Rigging *See & Samp* sufficient in size and *Good* in quality. She has *Long* Boat and *and* other
The Windlass is *Lead* Capstan *Lead* and Rudder *Lead* Pumps *Shut & Lead*

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

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 five large winged ports on each side*

Cargo Hatchways. How formed? *Non Closing*
State size Main Hatch *15'6" x 11'* Forehatch *4'6" x 4'* Quarterhatch *4'6" x 4'*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *One*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>29</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>March 3, 12, 14, 16, 19, 21, 29. April 5, 4, 10, 12, 22, 23.</i>
Date <i>5 Feb 44</i>	2nd. On the plating during the process of riveting	<i>May 3, 4, 8, 12, 15, 19, 23, 25, 28, 31, June 1, 4, 9, 11, 18, 25, 29. July 2, 19, 23, 25, 28, 30. Sept. 1, 4, 11, 14, 17, 21, 24, 26. Oct. 6, 13, 14, 20, 25, 27, 29. Nov. 8, 11, 14, 17, 21, 24, 26. Dec. 3, 11, 12, 14, 19, 31. Jan 2, 5</i>
Order for Ordinary Survey No. <i>29</i>	3rd. When the vessel was in and fastened, and before the decks were laid...	
Date	4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <i>114</i> in builder's yard.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.)
This two decked vessel, with poop 50 feet and Fore castle 40 feet, has been built in accordance with the approved sketches of Midships and Longitudinal sections (attached to Report No 2464) and in other respects with the Rules for the 100-A.1. Class.
The materials of which she is constructed with the Workmanship throughout, are of a superior description; and the Iron work is most efficiently protected from oxidation by Cement and Paint, the Cement being carried up to top of the Close Ceiling.
Her Rigging is fitted to the lower Rigging & all backstays, as in "Star of Italy," see Report No 2464. She is supplied with a donkey boiler and steam winch, with connections to work the windlass and pumps.

State if one, two, or three, decked vessel, or if spar, or cunnage-decked; and the lengths of poop, fore-castle, or raised quarter-deck, and the length of double, or part double bottom.
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint.*
I am of opinion this Vessel should be Classed *100-A.1*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *James M Neil*
Special ... £ 66 : 2 : 0 9 Jan 4 1878
Certificate ... *Gratis*

(Travelling Expenses, if any, £ ...).
Committee's Minute 18th January, 1878.
Character assigned *100A*
Lock J.W.
It is submitted that this vessel appears eligible to be classed 100-A.1 as recommended.
16/1/78