

No. 1619 Survey held at Preston Date Jan 12th 1858 Dec 15th 1857
on the Star Mary Agnes Master John Hesketh
Tonnage Old Built at Preston When built 1858/1857 Launched Oct 1857
By whom built Thomas Smith Owners James Ashcroft
Port belonging to Preston Destined Voyage Coasting
If Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length aloft	82	Inches.		Extreme Breadth Outside		15	Feet.		Inches.		Depth of Hold		9	Feet.		Inches.						
Scantlings of Timber.																						
TIMBER AND SPACE		19	Sided,		IN SHIP.		Moulded.		Sided.		Moulded.		Thickness of Plank.		INCHES.		Required per Rule.					
Floors		8	Middle.		Ends.		Middle.		Ends.		Outside.		INCHES.		In Ship.		Required per Rule.					
1 st Foothooks		8	8		—		18		—		Garboard Strakes ..		2½		2		Limber Strakes		5¼		2½	
2 nd Ditto		8	7½		—		7		—		Garboard to Bilge ..		2½		2		Bilge Planks		5½		2½	
3 rd Ditto		8	7		—		6		—		Bilge Planks		3½		2		Ceiling in Flat		5½		1½	
Top Timbers		8	5½		—		5½		—		Bilge to Wales		2½		2		Ditto Bilge to Clamp		2½		1½	
Deck { N ^o 16 Average } 4 feet		8	6		—		5½		—		Wales		2½		3		Hold Beam Clamps ..		—		—	
Beams { } 7 to 7½ 8 to 9		8	4½		—		5½		—		Topsides		3½		2¼		Deck Beam Ditto ..		5½		5½	
Deck Beams, length amidships		17	6		—		6¾		—		Sheer Strakes		3½		2¼		Ceiling 'twixt Decks		—		—	
Hold { N ^o Average } —		—	—		—		—		—		Plank Sheers		2½		2		Hold Beam Sheers ..		—		5½	
Beams { } —		—	—		—		—		—		Water-Upper Deck		5½		4		Deck Beam Ditto ..		—		—	
Hold Beams, length amidships		—	—		—		—		—		Ways { Lower Deck		—		—		—		—		—	
Keel		10	10		—		8		8		Ditto, faying surface		2½		4		—		—		—	
Scarphs of Ditto		5	—		—		4		—		against Timbers ..		2½		4		—		—		—	
Keelsons		16	18		—		9		9		Upper Deck		2½		2½		—		—		—	
Scarphs of Ditto		one	length		—		—		—		—		—		—		—		—		—	
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.																						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Copper or Iron.		Inches required per Rule.	Copper or Iron.		Inches required per Rule.	Copper or Iron.		Inches required per Rule.
In Ship.			In Ship.			In Ship.		
Heel-Knee, and Deadwood abaft		1 1/8	Transoms and throats of Hooks		1 1/8	Hold Beam Bolts in		
Scarp of Keel.....N ^o 8		1 1/8	Arms of Hooks		1 1/8	Knees		
Keelson Bolts through Keel at		1 1/8	Bolts thro' Bilge & Limber Strakes,		3/4	Shelf or Clamp		
each Floor		1 1/8	or Thickstuff over Double Floors		3/4	Waterway		1 1/8
Bolts through Heels of Timbers		3/4	Butt End Bolts		5/8	Knees		1 1/8
against Deadwood		3/4	Pintles of the Rudder		2	Shelf or Clamp		1 1/8
					2	Nails or Bolts in Flat of Deck		1 1/8
					2	Treenails.....Inches		1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/2 Inches. The Space between the Top-Timbers is 1 1/2 Inches.

The Floors consist of Eng Oak The First Foothooks of Eng Oak
The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak
The Shifts of the First and Second Foothooks are not less than 3 ft 6 in N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are the same

The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same

The alternate Frames are all bolted together to the Gunwale.

N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is loose chocked with a Butt at each end of the chock. other square heads & keels The Main piece of Rudder is Eng Oak

The Main Keelson is Pitch Pine and applied free from all defects. The Main piece of Windlass is Eng Oak

The Stem, and Stern Post, consist of Eng Oak The Round Stem frame Transoms, Aprons, Knight Heads, and

Hawse Timbers of Eng Oak Deadwood, of lance pine ash and are applied free from all defects.

The Deck and Hold Beams consist of Eng Oak The Breasthooks of Eng Oak & Iron The Knees of Eng Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Am Elm & ash

From the above named Height to the Light Water Mark Pitch Pine & Eng Oak

From the Light Water Mark to the Wales Pitch Pine & Eng Oak

The Wales and Black-strakes are Pitch Pine The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers East India Teak & Pitch Pine The Water-ways { Upper Deck Pitch Pine

Decks Yellow & Pitch Pine Lower Deck

Shifts of the Planking are not less than 5 Feet except 2 shifts at the top State of Good

or partial, and if partial, in what part of the Ship. The Planking is wrought in one between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are greenheart

The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams None

Deck Beams Double Wood Lodging Knees & 4 Pairs of Iron Rider Knees

Number of Breasthooks Three Pointers 2 of Eng Oak (app) Gratches

Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched, in short

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Eng Oak How Made Turned

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good—except that named on the Attitude

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

Builder's Signature Thomas Smith Surveyor's Signature Saml Martin

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms.	Inches.	N ^o . weight.
2	Fore Sails,	Chain	120	7 1/2	Bower, <u>Patent</u> 2 3-2-27
/	Fore Top Sails,	Hempen Stream Cable	50	8	3 2-22
/	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	40	1/2	Stream, / 1-3-6
/	Main Sails,	Towlines	70	5	
/	Fore Top Sails,	Warp	75	4	Kedge, / -3-0
and <u>others well found</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging are sufficient in size and good in quality.

She has one Long Boat and

The present state of the Windlass is good Capstan SW good Rudder good Pumps 2 of Metal good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35. { 1st. When the Frame is completed Jan 12th 1859
2nd. When the Beams are put in, &c. Mar 13th
3rd. { When completed, and before the plank be painted or payed } Sept 28th

The timbers of the frame are a little wider spaced than allowed, but the scantling of the frame, including the in and outside planking, keel, Nelson, beams &c. are much larger than required and most of the fastenings also.

Some of the top timbers are a few inches short of the Plank sheer, but timbers are placed in the spaces between the frames.

The Limber Strakes are greenheart in two thicknesses (contrary to Rule) yet well through fastened and bolted.

The caulking has been tried also pieces cut out of the bottom and found good.

The Materials are 9 to 12 Years grade and respectfully leave to the Committee to decide whether the above named objections are sufficient to reduce her below the 9 Yr class.

She has also 4 Pairs of Iron Rider Knees to the Upper Deck Beams extending to the flat of bottom not required by the Rules.

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed 9 A1

The Amount of the Fee.....£ 1 : : is received by me,

Special£ 4 : 4 : " 13/12/59

Certificate to be sent to the builder at Preston

Committee's Minute 16th Dec^r 1859

Character assigned A 1 for 9 Years



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