

No. 2034 Survey held at Plymouth

Date October 10th

Rec 18/10/04 2034 1864

on the Barque Star of Devon

Master Yw Cornish

Tonnage Old New 289 339 Built at Plymouth

When built 1864

Launched Sept

By whom built W. Chilstone

Owners Standerwick & Co.

Port belonging to London

Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock S. Surveyed while building.

Length aloft	Feet.		Extreme Breadth Outside	Feet.		Depth of Hold	Feet.	
	Sided.	Inches.		Sided.	Inches.		Sided.	Inches.
129			26		2	16		3

Scantlings of Timber.				Thickness of Plank.					
TIMBER AND SPACE		IN SHIP.		REQUIRED PER RULE.		IN SHIP.		REQUIRED PER RULE.	
	Sided.	Moulded.	Middle.	Ends.	Sided.	Moulded.	Middle.	Ends.	
Floors	2 1/4	1 1/2	12						
1 st Foothooks	9 1/2	9 1/2							
2 nd Ditto	8 1/2								
3 rd Ditto	8								
Top Timbers	4 1/4			6 1/4					
Deck Beams	9	9	8 1/2						
Deck Beams, length amidships	8	8							
Hold Beams	11 1/2	11 1/2	11						
Hold Beams, length amidships									
Keel	12 1/2	15 1/2							
Scarphs of Ditto	7 1/2								
Keelsons	1 1/4	15 1/2							
Scarphs of Ditto	7 1/2								

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.										
	Copper or Y.M. in Ship.		Inches required per Rule		Copper or Y.M. in Ship.		Inches required per Rule		Copper or Y.M. in Ship.	
	In Ship.	Inches			In Ship.	Inches			In Ship.	Inches
Heel-Knee, & Deadw'd abaft	-	1 1/8	1 1/8	Transoms and throats of Hooks	1	1	1	Hold Beam	Waterway ..	
Scarphs of Keel, N° 4	7/8	-	7/8	Arms of Hooks	7/8	-	7/8	Bolts in	Knees	15/16
Keelson Bolts through Keel at each Floor	-	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	3/4	-	3/4	Deck Beam	Shelf or Clamp	7/8
Bolts thro' Heels of Timbers against Deadwood	-	7/8	7/8	Thickstuff over Double Floors	1 1/16	3/4	1 1/16	Bolts in	Waterway ..	7/8
				Butt End Bolts	1 1/16	3/4	1 1/16		Knees	"
				Pintles of the Rudder	2 3/4	3/4	1 1/16	Nails or Bolts in Flat of Deck	Shelf or Clamp	"
								Treenails		1 1/4

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

The Floors consist of Q. Oak The First Foothooks of Q. Oak

The Second Foothooks of Q. Oak The Third Foothooks and Top Timbers of Q. Oak

The Shifts of the First and Second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square & good

The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is dovelled chocked with a Butt at each end of the chock. The Main piece of Rudder is Q. Oak of Windlass is Q. Oak

The Keel is Am. Elm The Main Keelson is Greenheart and free from all defects.

The Stem, and Stern Post of Q. Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Q. Oak Deadwood, of Q. Oak and are free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Q. Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark
 From the Light Water Mark to the Wales Q. Oak & Q. Heart
 The Wales and Black-strakes are Greenheart The Topsides & Sheer-strakes Q. Oak
 The Spirketting and Plank-sheers Q. Oak The Water-ways { Upper Deck Q. Oak & Q. Oak
 The Decks Y. Pine Lower Deck

The Shifts of the Planking are not less than 5 Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought between, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks Q. Oak & Greenheart Shelf Pieces and Clamps Greenheart

Fastenings.—To Hold Beams Am Iron H. Pins to every Beam and of which are running down to flat of floor. Also Iron Staples & Pins in mast-rooms and a of Iron Nails under Cabin Deck.

Deck Beams Dovelled on shelf, and the Waterways on the Beams, Iron Hanging Pins to the main Beams and to the Break Beams, Iron in mast-rooms

Number of Breasthooks 4 Iron Pointers Iron & W'd inner Transoms Crutches Am Iron

Butt End Bolts are of Y. In. in the Bottom: Two Bolts in each Butt End through and clenched.

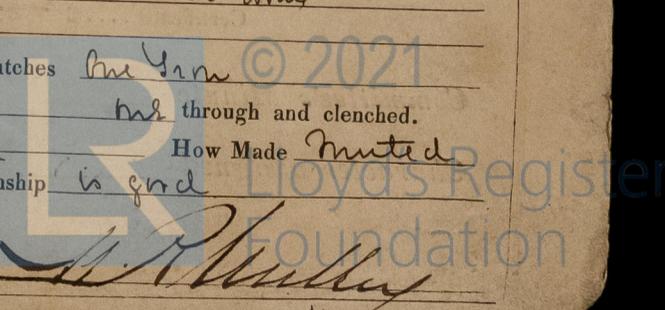
Bilge and Limber Strakes are bolted through and clenched. Treenails of Q. Oak How Made Muted

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship is good

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

Builder's Signature William Chilstone Surveyor's Signature

PL 885-0362



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

30th August 1864
Gipton Machine

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .		Yards	Fathoms.	Inches.	Yards	N ^o .	Weight.
2	Fore Sails,	Chain <u>Proff</u> 34.0.0	240	1 3/8	Bower, <u>Proff</u> 14.11.0	1	16.0.23
1	Fore Top Sails,	Hempen Stream Cable	120	9	" 14.7.0	1	16.0.0
2	Fore Topmast Stay Sails,	Hawser	90	4	Stream, 13.9.4	1	15.8.0
1	Main Sails,	" Chain <u>Gipton</u> 13.16	"	4 1/2	" +8.6.0	1	6.1.1
2	Main Top Sails,	Towlines	"	"	<u>Rowley's Machine</u>	1	4.2.13
and <u>the necessary Sails</u>		Warp	"	"	Kedge,	1	3.1.3
		All of <u>good</u> quality.					

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

She has one Long Boat and two other

The present state of the Windlass is secure Capstan Rudder 5 Pumps 2 Yarn

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	<u>2nd January 1864</u>
	2nd. When the Beams are put in, &c.	<u>April</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>August</u>

This is a good built Vessel, her frame is well squared and free from Sap, the planks outside and inside, together with the Beams W. W Shelf pieces and materials throughout are of the best quality and free from defects, she is also well fastened in accordance with the Rules and has been built under a Sheel.

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

If Sheathed, Doubled, Felted, or Coppered 4 in on Felt When last done

I am of opinion this Vessel should be Classed B 1st

The Amount of the Fee.....£ 4: 0: 0 is received by me,

Oct 1864

Special£ 20: 19: 0
Certificate£ : :

H. B. B. B.

Committee's Minute 18th October 1864

Character assigned A 1 for 13 Years

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Deferred with Surveyor
18/10/64