

No. 2034 Survey held at Plymouth
on the Barque Star of Devon.

Date October 10th

Rec 18/10/04 2034 1864

Old Tonnage New 389 339 Built at Plymouth
By whom built W. Chilstone

Master Jm Cornish

When built 1864

Launched Sept

Owners Standerwick & Co.

Port belonging to London

Destined Voyage

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

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
129	12	9	26	2	6	16	3	3
Scantlings of Timber.								
TIMBER AND SPACE								
Floors	2 1/4	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 { N ^o 18 Average Space } 4 ft.	9	8 1/2						
Beams { Breadth 10	8							
Deck Beams, length amidships								
Hold { N ^o 14 Average Space } 8 ft. x 4 ft.	11 1/2	11 1/2	11					
Beams								
Hold Beams, length amidships								
Keel	12 1/2	15 1/2						
Scarphs of Ditto	7 2							
Keelsons	14	15 1/2						
Scarphs of Ditto	7 2							

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

Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/8	1 1/8	Transoms and throats of Hooks	1	1	Hold Beam		
Scarphs of Keel, N ^o 4	7/8	7/8	Arms of Hooks	7/8	7/8	Boles in { Waterway ..	15 1/16	
Keelson Bolts through Keel	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	3/4	3/4	Boles in { Knees	7/8	
at each Floor			Thickstuff over Double Floors	1 1/16	1 1/16	Boles in { Shelf or Clamp		
Bolts thro' Heels of Timbers	7/8	7/8	Butt End Bolts	2 3/4	2 3/4	Boles in { Waterway ..	7/8	7/8
against Deadwood			Pintles of the Rudder			Boles in { Knees		
						Boles in { Shelf or Clamp		
						Nails or Bolts in Flat of Deck	6	
						Treenails Inches	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 G. Oak
The Second Foothooks of G. Oak
The First Foothooks of G. Oak
The Third Foothooks and Top Timbers of G. Oak
The Shifts of the First and Second Foothooks are not less than 4 feet
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.
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 double chocked with a Butt at each end of the chock. The Main piece of Rudder is G. Oak of Windlass is G. Oak
The Keel is Am. Elm The Main Keelson is greenheart and ✓ free from all defects.
The Stem, and Stern Post of G. Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of G. Oak and are ✓ free from all defects.
The Deck and Hold Beams of G. Oak & G. Heart The Breasthooks of Ym The Knees of Ym

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is G. Elm
or to the First Foothook Heads }
From the above named Height to the Light Water Mark G. Oak & G. Heart
From the Light Water Mark to the Wales G. Oak & G. Heart
The Wales and Black-strakes are greenheart
The Topsides & Sheer-strakes G. Oak
The Spirketting and Plank-sheers G. Oak
The Water-ways { Upper Deck G. Oak & G. Oak
Lower Deck G. Oak
The Decks G. Pine
The Shifts of the Planking are not less than 5 Feet _____ Inches.
or partial, and if partial, in what part of the Ship. The Planking is wrought 3 between, and without step-butting.
N. B. If less than prescribed by the Rule, state whether general

Planking Inside.—The Limber-strakes and Bilge-strakes are greenheart
The Ceiling, Lower Hold, and between Decks G. Oak & Greenheart Shelf Pieces and Clamps greenheart
Fastenings.—To Hold Beams Am Ym H & H to every Beam and 6 of which are hidden
running down to flat of floor. Also Ym Staples & Ym in mast-rooms and a 7 of Ym hidden under Cabin Deck.
Deck Beams double on shelf, and the Waterways on the Beams 14 of Ym Hanging Ym
to the main Beams and 6 to the Breast Beams 14 of Ym in mast-rooms

Number of Breasthooks 4 Ym Pointers Ym & Wd inner Transoms Crutches Am Ym
Butt End Bolts are of G. In in the Bottom: two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of G. Oak How Made nutted
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 W. R. M. M. M.

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.
		Chain	Proff			Chain	Proff		
2	Fore Sails,	.....	34.0.0	240	1 3/8	.....	14.11.0	1	16.0.23
1	Fore Top Sails,	.....	.....	120	9	.....	14.7.0	1	16.0.0
2	Fore Topmast Stay Sails,	.....	.....	90	4	.....	13.9.4	1	15.8.0
1	Main Sails,	.....	.....	"	4 1/2	.....	+8.0.0	1	6.1.1
2	Main Top Sails,	.....	.....	.....	.....	.....	.....	1	4.2.13
and the new Sails		.....	.....	.....	.....	.....	.....	1	3.1.3
		.....	.....	.....	.....	.....	.....	1	.....

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 sound Capstan Rudder 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	2 nd January 1864
	2nd. When the Beams are put in, &c.	April "
	3rd. { When completed, and before the plank be painted or payed }	August

This is a good built Vessel, her frame is well squared and free from Sap. The plank 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 13 et 1

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

Special£ 20: 19: 0

Certificate£ : :

Committee's Minute 18 October 1864

Character assigned 1 for 13 Yarn

M. S.

Deferred with Surveyor's Letter M. S. 18/10/64