

No. 53 Survey held at Sunderland
on the Ship "Star Queen"
Tonnage Old 232 New 236 Built at Sunderland
By whom built R. Wilkinson

Date June 18th 1854
Master
When built 1854 Launched May
Owners Joseph Shepherd

Port belonging to London Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft	Feet. 161 Inches. 4	Extreme Breadth	Feet. 32 Inches. 4	Depth of Hold	Feet. 20 Inches. 4	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. 15 1/4	Inches. Moulded 14 11 3/4	Outside.		Inside.	
Floors	sided 14	11 1/4	Keel to Bilge	4 1/4	Limber Strakes	5
1 st Foothooks	12	10	Bilge Planks	5	Bilge Planks	5
2 nd Ditto	11 1/2	8 1/2	Bilge to Wales	4 3/8	Ceiling in Flat	5 1/2
3 rd Ditto	10 1/4	6 3/4	Wales	5 1/2	Ditto Bilge to Clamp	3 1/2
Top Timbers	10	9 3/4	Short Hoods	4	Hold Beam Clamps	6 1/2
Deck Beams N ^o 30	Average } 4 1/6 ft Space }	13 1/4	Topsides	4 3/8	Deck Beam Ditto	6 1/2
Hold Beams N ^o 27	Average } 4 1/4 do Space }	14 1/2	Sheer Strakes	4 3/8	Ceiling 'twixt Decks	3
Keel	14 1/2	22	Plank Sheers	4	Hold Beam Shelves	6 1/2
Keelsons	16		Water-Ways	6 1/4	Do Beam <i>Do</i>	4
Scarp of Ditto	7 feet		Upper Deck	3 3/4		

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

Heel-Knee, and Deadwood abaft	Copper 1 1/2 Iron 1 1/2	Transoms and throats of Hooks	Copper 1 1/4 Iron 1 1/4	Lower Pintle of the Rudder	Copper 3 3/8 Iron 3 3/8
Scarp of Keel N ^o 8	1 1/8	Arms of Hooks	1 1/8	Hold Beam	1 1/8 1 1/4
Floor Timber Bolts	4	Bolts thro' Bilge & Limber Strakes	1 1/8	Deck Beam	1 1/8 1 1/4
Keelson ditto	1 1/4	Butt End Bolts	1 1/8		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 3 1/5 Inches. The Stem, Stern Post, consist of Engl Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Engl Oak and are appx free from all defects. The Floors consist of Engl Oak The First Foothooks of Engl Oak Timber. The Second Foothooks of Engl Oak The Third Foothooks of Engl Oak The Top Timbers of Engl Oak The Shifts of the first and second Foothooks are not less than 1 1/4 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 very free from sap, and from thence downwards, the frame is well squared The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is crop chocked with a Butt at each end of the chock. The Main Keelson is green heart & Norway and free from all defects. The False Keelson is green heart The Deck Beams consist of Scots Oak & Engl Oak The Hold Beams of Scots Oak The Knees of Engl Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Ames Elm From the above named Height to the Light Water Mark Scots Oak From the Light Water Mark to the Wales Scots Oak green heart & Engl Oak The Wales and Black-strakes are Scots Oak green heart & Engl Oak The Topsides Scots Oak & Scots Oak The Sheer-strakes Scots Oak & Scots Oak and Plank-sheers Scots Oak & Scots Oak The Water-ways 4 1/2 1 1/8 1 1/4 Scots Oak & Engl Oak The Decks Scots Oak State of good The Shifts of the Planking are not less than 5 Feet 5 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 3 between

Planking Inside.—The Limber-strakes are Scots Oak the Bilge Planks Scots Oak The Ceiling, Lower Hold, Scots Oak & Engl Oak Between Decks green heart & Scots Oak Shelf Pieces Scots Oak Clamps Scots Oak

Fastenings.—To Hold Beams iron Laying knees Shelf & clamp Bolted through, 13 pair of knee sides and 7 pair unattach'd Deck Beams iron Laying knees Water ways dowels and alternate iron standards and iron Banging knees Number of Breasthooks Seven & Halfpenny Pointers Two Iron Hooks Iron Crutches Two Iron Crutches Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Engl Oak How Made Round General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature Richard Wilkinson Surveyor's Signature Robt. S. Miley

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	300 1 1/2	3	26.1.14
2	Fore Top Sails,	Hempen Stream Cable	80 9		26.0.10
2	Fore Topmast Stay Sails,	Hawser	80 1	1	25.1.14
1	Main Sails,	Towlines	90 6 1/2		
2	Main Top Sails,	Warp	90 6	1	2.0.7
and <u>others as usual</u>		All of <u>good</u> quality.			

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

She has One Long Boat and Two others

The present state of the Windlass is good Capstan & Whip Rudder good Pumps Two Metal
patent

General Remarks—Statement and Date of Repairs.

The exterior of this ship decks included is fastened with yellow metal to the entire exclusion of iron

Richard Wilkinson

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed 13.A.1.

The Amount of the Fee.....£ 5 : : : is received by me,

Order No. 577 Special£ 41 : 12 : "

Certificate (if required)£ : : : -

Committee's Minute 10th June 1854

Character assigned A 1 for 13 yrs



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Foundation