

COMPOSITE SHIP.

27696

No. 134 Survey held at London Date May 4th 1865 to Aug 25th 1866
 on the Ship "Star Lee" Master J. J. Millbank
 Tonnage under tonnage deck 602 Built at London When built 1866 Launched 14th July
 Ditto of poop and or spar deck 72 By whom built W Walker Owners W Walker
 Ditto of engine room 72
 Gross tonnage 674 Port belonging to London Destined Voyage Hong Kong
 Total Register tonnage 674
 Surveyed while Building, Afloat, or in Dry Dock under special survey

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor Deck depth	Power of Engines	Horse.	N ^o . of Decks
158	31 6	19 4 1/2	—	—	two

	Inches in Ship.		Inches required per Rule.		Outside Plank.	Inches in Ship.		Inches required by Rule.	
	Inches	16ths	Inches	16ths		Inches	16ths	Inches	16ths
Keel, siding and moulding	16	14 1/4	14 1/4	14 1/4	Garboard Strakes, thickness <u>4 strakes</u>	8	6	6	—
„ plate, breadth and thickness	—	—	—	—	Garboard to Topsides ditto	3 1/2	2 1/2	dabbling	5
„ siding and moulding	16	14 1/4	14 1/4	14 1/4	Topsides ditto	6	14 1/2	6	—
Fore deadwood plate, breadth and thickness	—	—	—	—	Sheerstrakes ditto	14 1/2	—	14	—
„ stern-post, siding and moulding	16	14 1/4	14 1/4	14 1/4	Planksheers ditto	4	—	4	—
After deadwood plate, breadth and thickness	—	—	—	—	Water-Upper Deck	13	10	—	—
Distance of Frames from moulding edge to moulding edge, all fore and aft	18 ins.	—	18 ins.	—	Water-Lower Deck	—	—	—	—
Frames, Size of Angle Iron, single or double	4	3	7	4	Iron Sheerstrake, breadth and thickness	25	9 1/6	20	8 9/16
„ „ Reversed Iron, to every frame	3	2 3/4	6	3	„ Bilge Plate ditto ditto	—	—	—	—
„ „ or every frame	—	—	—	—	Diagonal Plates on Frames	6 1/4	7 1/6	—	—
Floors, depth and thickness of Floor Plate	9	—	9	—	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	22	9 1/6	21	8 1/6
„ Ditto ditto at Bilge Keelson	—	—	—	—	Angle Iron on ditto	4 1/2	3 1/2	7 1/6	4 1/2
„ Size of Reversed Angle Iron, and N ^o .	3	2 3/4	6	3	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	11	9 1/6	11 1/4	8 1/6
„ If of Wood, siding & mould'g. at Mid. line	13 1/4	13 1/4	13 1/4	13 1/4	Diagonal Tie Plates on ditto	11	9 1/6	11 1/4	8 1/6
Beams, Deck (N ^o . 31) double Angle Iron, Plate, Tee, or Bulb Iron	7 1/2	—	7	—	Flat of Upper Deck, thickness	—	3 1/2	3 1/2	—
„ „ double or single Angle Iron, on upper edge	3	3	6	3	Ceiling betwixt Decks, thickness	—	—	—	—
„ „ average space between	4 feet 6 ins.	—	4 feet 6 ins.	—	„ in Hold, thickness	—	—	—	—
Hold or Lower Deck (N ^o . 28)	—	—	—	—	Clamps or Spirketting ditto	—	—	—	—

Size of Plates — — — — —
 Size of Angle Irons — — — — —
 If of Wood, siding and moulding 15 1/2 15 1/2 — 15 1/4 15 1/4 —
 Side, single or double, plate, box, or intercosted 9 0 — — — — —
 Bilge (N^o. three at each Bilge, wood and iron 12 8 — — — — —
 single or double, plate or box 9 4 8 — — — — —
 The Floors consist of Iron Bark and Teak
 The Keel is Am Elm for keel, and the Main Keelson is Iron Bark and quite free from all defects.
 The stem, and Stern Post of Stem Teak lower piece Eng Oak. Stern Post Iron Bark. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Teak. Deadwood, of Iron Bark and are quite free from all defects.
 The Deck and Hold Beams of Bulk and dou plank iron. The Breasthooks of plate & angle iron. The Knees of Eng Oak Iron Bark
 Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Am Elm & Teak (See Midship Section)
 From the above named Height to the Light Water Mark Teak with 2 1/2 Am Elm diagonal doubling
 From the Light Water Mark to the Wales do do do do do
 The Wales and Black-strakes are Teak. The Topsides & Sheerstrakes Teak & Iron Bark
 The Water-ways { Upper Deck Iron Bark & Teak
 Lower Deck — — — — —
 Decks Yellow Pine State of good
 Shifts of the Planking are not less than six 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 three between, and without step-butting.
 Planking Inside.—The Limber-strakes and Bilge-strakes are Iron Bark see midship section.
 Ceiling, Lower Hold, and between Decks American Elm. Shelf pieces and Clamps — — — — —
 Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double chain rivetted
 Sheer, how secured to the plating of the sides { Explain by sketch } by galv iron through, and nut & screw
 Waterway „ „ planksheer and to the Beams { if necessary. } up and down bolts. (See midship section)
 Deck Beams, how secured to the side? by bracket ends rivetted to the frames
 Hold or Lower Deck ditto do do do do do
 General Quality of Workmanship good No. of breasthooks 4 crutches 4
 What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c.? Best Best
 Manufacturer's name or trade mark L. W. B. Walker

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature William Walker Surveyor's Signature P. W. W. W.
Christ. Crown
 Lloyd's Register Foundation
 LON 651-0136

27696 Lon.

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

	Iron in Ship	Inches required per Rule		Iron in Ship	Inches required per Rule		Copper or Y.M. in Ship	Iron in Ship
Deadwood forward and aft ..	1 1/2	1/2	Transoms and throats of Hooks	1/2	1/2	Hold Beam	Waterway	-
Scarphs of Keel, N ^o .	7/8	1	Arms of Hooks	1/2	1/2	Bolts in	Knees.....	-
Keelson Bolts through Keel at each Floor	1 3/8	1/8	Thro' Frames and Planking	7/8	7/8	Deck Beam	Waterway	7/8 galv iron
every other not through	1 galv iron	-	Butt End Bolts	-	-	Bolts in	Knees.....	-
Bolts through Iron Keel Plate and Wood Keel	-	-	Pintles of the Rudder	3/4	3		Shelf or Clamp	-
							Bolts in Flat of Deck	5/8 galv iron

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the Scanlings 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 rivetting, quality of Materials, and if stamped with Maker's name.

Main and Fore Masts. Brigant Pine. The Mizzen and the Yards Red Pine.

The chain cables tested at the Staffordshire P. & A. S. Coy and the Powers at Lloyd's Lumber Co. & A. S. Coy

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	270	1 1/2	40-10	270	40-10	Bowers	1	21-2-10	22-2	21	21-6
Fore Top Sails,	Stream chain	90	5/16	-	-	-		1	21-2-0	22-	21	21-6
Fore Topmast Stay Sails,	Hempen Stream Cable..	90	10 1/2	-	-	-		1	18-0-17	19-3	18	19
Main Sails,	Hawser	90	8 1/2	-	-	-	Stream	1	19-0-26	9-10	9	-
Main Top Sails,	Towlines	90	5 1/2	-	-	-		1	42-22	6-10	4 1/2	-
	Warp						Kedges	1	21-22	4-10	2 1/4	-
	All of <u>good</u> quality.											

Her Standing and Running Rigging wire and hump sufficient in size and good in quality.

She has one life ~~long~~ Boat and two cutters and a gig.

The present state of the Windlass is good Capstan good and Rudder efficient Pumps two 6" Red Patent's Patent

Order for Special Survey
No. _____
Date _____
Order for Ordinary Survey
No. _____
Date _____

DATES of Surveys held while building

- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated
- 2nd. Of the frame before it is painted, strapped, or plated
- 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up, ready to receive the planking
- 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined
- 5th. When the vessel is caulked and completed
- 6th. When the vessel is launched and equipped

Special Survey
while planking
from 1885
1886

Secured to the floors by means of angle iron stringers being rivetted to lugs attached to the reverse frames, these stringers are well bolted to the floors with fine iron short bolts and yellow metal thro' bolts. The four lowest strakes outside planking are of Rock Elm, single thickness tapered from 8" thick at the keel to 6" at the fourth strake out, from thence upwards the height of the lower deck beams she is planked with 3 1/2" plank fastened to the frames with galvanized iron nut & screw bolts, this planking is chucked and diagonally doubled with American Rock Elm on felt, the doubling is fastened to the inner planking with 5/8" copper thro' bolts clenched on metal rings. From the doubling up to the fifth of the depth of hold set below the gunwale she is fastened with yellow metal nut & screw bolts and from thence up with galvanized iron nut and screw bolts, the planking in the flat of bottom is fastened with yellow metal thro' bolts and 1 3/8" stringy Bark treenails. She is a strong deep fit in my opinion for the favorable consideration of the Committee for the class recommended.

In what manner are the surfaces of Iron Work preserved from oxidation red lead paint and the bilges cement

Present condition of Caulking of Bottom good Deck, good and Waterways good
diagonally and yellow metal
If Sheathed, Doubled, Felted, or Coppered _____ When last done now

I am of opinion this Vessel should be Classed 14 A.1.
The Amount of the Fee.....£ 5 : : is received by me,
Special£ 33:14:
Certificate£ : :
B. J. Raymond

Committee's Minute 7 September 1886

Character assigned 1 for 14
Iron frame - planked -
WMA Exp. B.S.
L. Smith 28/12/10

