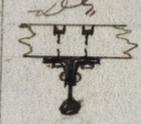
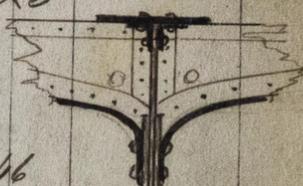


IRON SHIPS.

Survey held at London Date 26th 10th 1854 to October 1854
 The Paddle Wheel Steamer "Vestal" Master W Emerson
 Tonnage Gross 365 Engine Room 146 Register 219 Built at London
 When Built By whom built Miss Samuda Owners Trinity Corporation
 Port belonging to London Destined Voyage Around the English Coast attending Buoys & Lights
 If Surveyed Afloat or in Dry Dock Throughout building, under special Survey

Length aloft 104 Feet. Inches. Extreme Breadth 23 Feet. Inches. 6 Depth from Beam to top of Floor. 13 Feet. Inches. 6 Power of Engines 160 Horse No.

Feet. Inches.	Feet. Inches.	Feet. Inches.	Feet. Inches.	Horse No.
Length aloft <u>104</u>	Extreme Breadth <u>23</u> <u>6</u>	Depth from Beam to top of Floor. <u>13</u> <u>6</u>	Power of Engines <u>160</u>	Horse No.
Distance between Floors amidships <u>1</u> <u>6</u>	Stem, if bar iron, moulding and thickness <u>6</u> <u>x</u> <u>1 1/2</u>			
" " " forward and aft <u>1</u> <u>6</u>	" " if plate iron, breadth and thickness <u>7</u> <u>x</u> <u>3</u>			
" " Ribs amidships <u>1</u> <u>6</u>	Stern-post, if bar iron, moulding and thickness <u>7</u> <u>x</u> <u>3</u>			
" " " forward and aft <u>1</u> <u>6</u>	" " if plate iron, breadth and thickness			
Floors, Size of Angle Iron, and No. at bottom of Floor Plate <u>3 1/2</u> <u>x</u> <u>2 1/2</u> <u>x</u> <u>6</u> / <u>16</u>	Keel, if bar iron, depth and thickness			
" " depth & thickness of Plate at mid line <u>12</u> <u>x</u> <u>6</u> / <u>16</u>	" " if plate iron, breadth and thickness			
" " " " at turn of bilge	Garboard Plates, thickness			
" " Size of Reversed Angle Iron, and No. at top of Floor Plate <u>2</u> <u>x</u> <u>2 1/2</u> <u>x</u> <u>5</u> / <u>16</u>	" " to bilge			
Ribs, Size of Angle Iron, single or double <u>3 1/2</u> <u>x</u> <u>2 1/2</u> <u>x</u> <u>6</u> / <u>16</u>	Bilge			
" " Reversed Iron, if to every frame in Engine Room <u>2 1/2</u> <u>x</u> <u>2 1/2</u> <u>x</u> <u>5</u> / <u>16</u>	" " to Wales			
" " and to every alternate frame <u>2 1/2</u> <u>x</u> <u>2 1/2</u> <u>x</u> <u>5</u> / <u>16</u>	Wales			
Beams, Deck (N°) double or single <u>2 1/2</u> <u>x</u> <u>2 1/2</u> <u>x</u> <u>4</u> / <u>16</u>	Topsides			
" " Angle Iron on top edge <u>6</u> <u>x</u> <u>6</u> / <u>16</u>	Sheerstrakes			
" " depth & thickness of plate amidships <u>6</u> <u>x</u> <u>6</u> / <u>16</u>	Planksheers & Waterway <u>15</u> <u>x</u> <u>5</u>			
" " double or single Angle Iron, on lower edge <u>3</u> <u>x</u> <u>3</u> / <u>16</u>	Gunwale Plate or Stringer <u>16</u> <u>x</u> <u>6</u> / <u>16</u>			
" " average space between <u>3</u> <u>0</u> Centre to Centre	Waterway <u>3</u> <u>x</u> <u>3</u> / <u>16</u>			
" " if wood (N°) sided & moulded	Deck <u>3</u> <u>x</u> <u>3</u> / <u>16</u>			
" " Hold, (N°) double or single <u>3</u> <u>x</u> <u>3</u> / <u>16</u>	Ceiling in flat			
" " Angle Iron on top edge <u>3</u> <u>x</u> <u>3</u> / <u>16</u>	Bilge Planks inside			
" " depth & thickness of plate amidships	Ceiling from Bilge to Clamps			
" " double or single Angle Iron, on lower edge	Hold Beam Clamps			
" " average space between	" " Shelf			
" " if wood (N°) sided & moulded	" " Stringer <u>12</u> <u>x</u> <u>5</u> / <u>16</u>			
" " Paddle, wood, sided and moulded <u>12</u> <u>x</u> <u>12</u> Cast India Teak	Ceiling between Decks			
" " or if Iron, size of Plate <u>13</u> <u>x</u> <u>10</u> English Oak	Stringer Plate all <u>10</u> <u>x</u> <u>5</u> / <u>16</u>			
" " Engine	Deck Beam Clamps <u>10</u> <u>x</u> <u>5</u> / <u>16</u>			
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions <u>10</u> <u>x</u> <u>5</u> / <u>16</u>	" " Shelf			
" " Side or Bilge <u>4</u> <u>x</u> <u>3</u> / <u>16</u>	Stringers in Hold <u>4</u> <u>x</u> <u>3</u> / <u>16</u>			
" " Number <u>4</u> <u>x</u> <u>3</u> / <u>16</u>	Deck, Lower <u>2</u> <u>x</u> <u>2</u> / <u>16</u>			



Transoms, material Red Iron or, if none, in what manner compensated for.
 Knight-heads " are they free from defects?
 Hawse Timbers " }
 The Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 1/2 y) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge
 " " " on all the ribs " " " from Starboard to Gunwale throughout Engine Room and on alternate Decks above and below Engine Room
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? by Butt Plates
 Plates, Garboard, double or single rivetted to keel, with rivets (7/16 in.) diameter averaging (4 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (— in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (9/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no
 " edges from bilge to wales, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (9/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no
 " edges of wales and to planksheers, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides By Galvanizing on Screen Bolts and
 Waterway Angle Iron and to the Beams if necessary.
 Side trussing breadth and thickness of plates how secured
 Deck trussing " "
 Deck Beams, how secured to the side Gunwale Plate and Angle Iron on top
 " " " " the Butts, where Strake have a lining
 " " " " piece 2 1/2 inches extending from outside of
 " " " " one frame to the next, and rivetted to
 " " " " through outside plates, and rivetted to Beams
 " " " " all frames connected
 " " " " by plates crossing middle line
 " " " " how are pointers compensated?
 " " " " what description of iron is used for the angle iron and bar iron in the vessel?
Best Staffordshire and Yorkshire
 Builder's Signature: Miss D. Samuda
 SEYFANG AND CO., PRINTERS, FARRINGTON STREET, LONDON.



IRON 432-0046

988 Iron

Kestrel

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *yes*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid long lengths*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *yes* and are the rivet holes well and sufficient
 countersunk in the outer plate? *yes*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *none seen*
 Was the plating caulked internally in the wake of the frames or ribs? *no*

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

N ^o .	She has SAILS.	Fathoms.	CABLES, &c.		Inches.	N ^o .	ANCHORS, and their weights.
	Fore Sails,		Chain				Bower,
	Fore Top Sails,		Hempen Stream Cable				Stream,
	Fore Topmast Stay Sails,		Hawser				Kedge,
	Main Sails,		Towlines				
	Main Top Sails,		Warp				
and			All of _____ quality.				

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is _____ Capstan _____ and Rudder _____ Pumps _____

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

She has the following water-tight Bulkheads viz one at each end of Engine Room and one at each end of the vessel, properly constructed

This vessel was contracted for previous to the Society's Rules being issued. The Specification was submitted to and the vessel built under my special survey throughout, in accordance with the said Specification agreed upon by the Corporation of the Trinity House for whose use she has been built; and "they do not deem it necessary that she should be Class'd" in the Register Book.

J. S. Martin

In what manner are the surfaces preserved from oxidation? *Hydrolin*

I am of opinion this Vessel should be classed 9A

The amount of the Fee£ is received by me,

Special£ 21 : - - *MS*

Certificate (if required)£ : :

Committee's Minute _____ 18 _____

Character assigned _____



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