

# IRON SHIPS.

No. 9460 Survey held at Newcastle Date 29 Dec 1864  
 on the Ship "Kestrel" Master E. Taylor  
 Tonnage Gross 2 Engine Room 112 Register 112 Built at Newcastle  
 When Built 1844 Launched 8<sup>th</sup> June By whom built Messrs Rogers & Co  
 Owners 3 free Port belonging to Newcastle Destined Voyage Coasting  
 If Surveyed Afloat or in Dry Dock and while building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
91			25			4			5				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18										
Floors, Size of Angle Iron, and No. <u>2</u> at bottom of Floor Plate	3 1/2		2 1/2		16ths required		Inches required		Inches required		16ths required		
depth and thickness of Floor Plate at mid line	9		1 1/2		9		5		17				
depth and thickness of Floor Plate at Bilge Keelson													
Size of Reversed Angle Iron, and No. <u>2</u> at top of Floor Plate	2 1/2		2 1/2		16ths required		Inches required		Inches required		16ths required		
Frames, Size of Angle Iron, single or double	3 1/2		2 1/2		16ths required		Inches required		Inches required		16ths required		
Reversed Iron, if to every frame	3 1/2		2 1/2		16ths required		Inches required		Inches required		16ths required		
Upper part of every other frame	3 1/2		2 1/2		16ths required		Inches required		Inches required		16ths required		
Beams (No. <u>14</u> ) double Angle Iron	6 1/2		1 1/2		6 1/2		5		17				
Plate, or Bulb Iron	6 1/2		1 1/2		6 1/2		5		17				
double or single Angle Iron, on top edge	3		2 1/2		16ths required		Inches required		Inches required		16ths required		
average space between	3 feet		3 1/2										
if wood (No. ) sided & moulded													
Hold, or Lower Deck (No. ) double Angle Iron, Plate, or Bulb Iron													
double or single Angle Iron on edge													
average space between													
if wood (No. ) sided & moulded													
Paddle, wood, sided and moulded, or if Iron, size of Plate													
Engine													
Keelson, single plate, or intercostal	13 1/2		1 1/2		13		5		17				
Size of Plates	4		3		4		3		17				
Size of Angle Irons	4		3		4		3		17				
Ditto Bilge (No. <u>2</u> ) back to back	4		3		4		3		17				
Transoms, material <u>Plank</u> or, if none, in what manner compensated for.													
Knight-heads, and Hawse Timbers <u>Plank</u>													
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u>													
The reverse angle irons on the floors extend in one length across the middle line from <u>Keel</u> to <u>Upper part of bilge</u>													
on the frames, from <u>Keel</u> to <u>Upper part of bilge</u>													
Keelson, how are the various lengths of plates or angle irons connected?													
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.													
Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.													
Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>													
Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?													
Edge of Sheerstrake, double or single rivetted?													
Butts from bilge to planksheers, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2)													
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?													
Planksheer, how secured to the plating of the sides													
Waterway, planksheer and to the Beams													
Deck Beams, how secured to the side?													
Hold or Lower Deck													
Paddle													
No. of breasthooks <u>3</u> crutches <u>3</u> how are pointers compensated?													

What description of iron is used for the angle iron and plate iron in the vessel? Wrought "L W & B" "Sholley Bridge" Builder's Signature John Wilson & Co

IRON 437A-0260



**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? 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? 2 fair slips - observed

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Very few clean the pieces and are the rivet holes

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Some exception from being 2 fair

well and sufficiently countersunk in the outer plate? Some exceptions

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

Her Mast, Yards, &c., are in fair condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.				
N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.	
<i>the</i>	Fore Sails,	Chain	<i>10 1/4 fms</i>	<i>180</i>	<i>7/8</i>	<i>Test - 1 1/2 fms</i>	<i>1</i>	<i>5.1.9</i>
	Fore Top Sails,	Hempen Stream Cable	<i>7 1/2 fms</i>	<i>60</i>	<i>3/4</i>	Bower,	<i>11</i>	<i>5.1.17</i>
	Fore Topmast Stay Sails,	Hawser	<i>length 10 fms</i>	<i>100</i>	<i>9</i>	Stream,	<i>1</i>	<i>1.3.1</i>
	Main Sails,	Towlines	<i>the</i>	<i>80</i>	<i>1</i>	Kedge,	<i>1</i>	<i>1.0.2</i>
	Main Top Sails,	Warp		<i>80</i>	<i>5 1/2</i>			
and		All of <i>new</i> quality.	<i>80</i>	<i>4</i>				

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has the Long Boat and 13 feet

The present state of the Windlass is fair Capstan is and Rudder Complete Pumps 2 the fair

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

- DATES of Surveys** held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought
  - 2nd. On the plating during the progress of rivetting
  - 3rd. When the beams were in and fastened, and before the decks were laid
  - 4th. When the ship was complete, and before the plating was finally coated
  - 5th. After the ship was launched
- Built under  
Special Survey  
per Order No 434

This vessel is similar to "Leda" No 9352, but having framing and ceiling work as in hole by which her Tonnage has been reduced from 157 to 112.85 tons

The Chain Cables were tested and put on board previous to the Committee's Certificate of the 1<sup>st</sup> August but the anchors, bawlers, have been tested at the Public machine.

The character of the workmanship in this vessel is similar to that of the "Leda", consequently do not feel justified in recommending her for the Special Survey mark.

In what manner are the surfaces preserved from oxidation? Red lead. Cement in bottom & - bilges

I am of opinion this Vessel should be classed GA1

The amount of the Fee .....£ 2 : : is received by me,

No. 1413 Special .....£ 8 : 10

Certificate (required) not : :

Committee's Minute 8<sup>th</sup> November 1864

Character assigned A 5 for 9 years

The number of the upper deck beams stated in the report appear too few in other respects, she is eligible for the Class B, recommended above 7 Nov 1864

Mr Thomas Ball, 62 Great Street, Newcastle on Tyne