

No. 42 Port of Bristol Date September 20 1834  
Survey of the Brig Adelaide Master John Dunsford  
Tonnage 124 Owners Captain & others Port belonging to Bideford  
By whom built Thomas Evans Where built Bideford When built 1831  
Destined Voyage uncertain *could not see the register*

Dimensions.				Thickness of Plank.			
		Feet.	Inches.			Feet.	Inches.
Length of Keel.....				Depth of Hold .....			
Rake of Stem .....				Lower Hold .....			
D° of Stern Post.....				Between Decks .....			
Extreme Breadth .....							
<b>Scantling of Timber.</b>							
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.			
Timber and Space, each .....							
Floors in the middle .....							
—— at the ends .....							
1 <sup>st</sup> Foothooks .....							
2 <sup>nd</sup> Foothooks .....							
3 <sup>rd</sup> Foothooks .....							
Top Timbers .....							
Deck Beams..... Middle.....							
—— at the Ends.....							
—— Knees .....							
Hold Beams..... Middle.....							
—— at the Ends.....							
—— Knees .....							
Main Kelson .....							
Scarpsh of Kelson .... Length ....							
				<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
				Bilge to Wales .....		Ceiling below Hold Beams ...	
				Short Hoods .....		Clamps and Bilge Planks.....	
				Bilge Planks .....		Upper Deck Clamps and }	
				Bilge to Keel .....		Spircketting ..... }	
				Wales .....		"Twixt Deck Ceiling.....	
				Topsides .....			
				Shear Strake .....			
				Plank Shears.....			
				<b>Decks.</b>			
				Thickness.....	Inches.	Water Ways .....	Inches.
				<b>Bolts.</b>			
				Heel, Knee, and Dead Wood }	Inches.	Butt Bolts.....	Inches.
				abaft .....		Hold Beam Bolts .....	
				Scarpsh of the Keel .....		Hooks forward at throat .....	
				Kelson Bolts .....		Hooks forward at arms.....	
				Bolts thro' the Bilge and Foot }		Transoms .....	
				Waling .....		Lower Pintle of the Rudder ..	

*We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of*

*Builder's Name* \_\_\_\_\_

Surveyor's Name \_\_\_\_\_

Masts, Yards, &c.		
	Quality of Wood.	Length, &c.
Bowsprit .....		
Foremast .....		
Main Mast .....		
Mizen Mast .....		

  

Cables, Cordage, &c.		
	Fathoms.	Inches.
Cables, Hemp .....		
D <sup>o</sup> Iron .....	2-80 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub> and 1 <sup>1</sup> / <sub>2</sub>
Hawser.....	70	7 <sup>1</sup> / <sub>2</sub>
Towlines .....		
1 <sup>st</sup> Warp .....	80	5 <sup>1</sup> / <sub>2</sub>
2 <sup>nd</sup> D <sup>o</sup> .....	80	3 <sup>1</sup> / <sub>2</sub>

  

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } *Yes - Length stated by the Captain*

  

Sails.	
N <sup>os</sup> .	
2	Fore Topmast Stay Sails.....
2	Fore Sail.....
1	Fore Topsail.....
1	Main Sail.....
2	Main Top Sails.....
2	<i>Trysails</i> And is generally well found in other sails. } <i>Yes - So informed by the Captain</i>

  

Anchors.		Boats.	
N <sup>os</sup> .		Number and Description.	
2	Bower <i>6</i> and <i>8</i>	2 Long Boat	
1	Stream	<i>10</i>	
2	Kedge <i>1</i>	Jawl.	

*We certify that the preceding is a correct description of the Stores of the above-named Vessel.*

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name \_\_\_\_\_

# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

Surveyed in Tuckers Dock.  
Her Third futtock, and Septembers, seen in the air strake, are sided. 6. 6½. 7. 8. inches. Moulded 5½--  
Floors: in the way of the timbers, are sided 10½. 11. 11½ inches. Moulded clear of timber holes - 12½ Room and Space 1. 11.  
The whole of the above, as far as can be seen, is tolerably well squared - and of English Oak.

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

The Walls. Black Sticks, Top sides Sheen strakes, are English Oak. The bottom from the Bords. to the Belges, is English Oak also, reported by the owner to be 3 inch - 3 Sticks of Belge, with the flat of the bottom English Elm.  
Inside Ceiling. Clamps. Belge Sticks to an English Oak, in good order, and well worked.

## Fastenings.

If Sheathed,  
Doubled, or  
Felted.

Iron fastened. Butt bolts, through, and riveted - Belges, bolted 4 feet apart, through and clenched -  
Single Bottom -

## Repairs.

September 1834 - The middle piece of the Nelson beam defective, it has been removed, and replaced with a substantial English Oak piece - and one of the Hold Beams being sprung, (supposed from an improper weight of Iron, thrown, her last cargo to the Mediterranean) it has been replaced with a new one, and resound -

## General Observations

and Opinion as  
required by the  
Instructions.

This is a vessel, with a flush deck, to all appearance built of good materials, and is tolerably well fastened.  
Her deck Beams, 9½ inches square (in the middle) of English Oak are placed at 4. 6 spaces, (excepting in the Hatchways) and are secured with double wood knees, with one strake Clamps under -  
She has 4 Hold Beams, of the same material, 9 inches square, secured with wood knees also - a thick Clamp under, and a stick of spurkelling along - Three Sticks of inside Belges - and 4 Breast Hooks properly bolted. Her stern frame could not be seen, a Bulkhead being up aloft -

Her appearance on deck is very fair. Her waterways, gunwales, Idocks, are in good order. Stanchions and Cornbings, are substantial. Windows secured with knees and riding checks, and in my opinion (provided she is kept in proper repair during this time) she might be classed "9 or 10-A" - from the date of her build -

The Amount of the Fee, £ 10: 6 is received by me.

Edward Drew

Committee Minute 11 October 1834

Character assigned

A 1 for 9 years  
Wm. C. Sturt



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