

Surveyed aboard

No. 411 Port of Liverpool Date 17th Decr 1834

Survey of the How Adelaide Master Thos. Kestey

Tonnage 204 Owners Bell & Co Port belonging to Grimsby

By whom built Bell & Co Where built Grimsby When built 1831

Destined Voyage Liverpool & Trieste

Dimensions.				Thickness of Plank.			
Feet, inches.		Feet, inches.		Outside.		Inside.	
Length of Keel.....	85 4	Depth of Hold	10 3	Bilge to Wales <i>2 1/2</i>	3	Ceiling below Hold Beams	2 1/2
Rake of Stem		Lower Hold		Short Hoods			
D° of Stern Post.....		Between Decks		Bilge Planks		Clamps and Bilge Planks.....	4
Extreme Breadth	23 7			Bilge to Keel		Upper Deck Clamps and	
Scantling of Timber.				Topsides			
Timber and Space, each	23	Sided Inches.	Moulded Inches.	Sort of Wood.	Shear Strake	Spirkettig	
Floors in the middle		10	11 1/2	English	Plank Shears.....	Twist Deck Ceiling.....	2
at the ends							
1 st Foothooks					Decks.		
2 nd Foothooks					Thickness.....	Water Ways.....	3 1/2
3 rd Foothooks							
Top Timbers		9	6	oak	Bolts.		
Deck Beams..... Middle.....		10	10	oak	Heel, Knee, and Dead Wood	Butt Bolts.....	
at the Ends.....		10	4	oak	abaft	Hold Beam Bolts	3/4
Knees		5		oak	Scarf of the Keel	Hooks forward at throat	
Hold Beams..... Middle.....		11	10 1/2	oak	Kelson Bolts	Hooks forward at arms.....	
at the Ends.....		11	8	oak	Bolts thro' the Bilge and Foot	Transoms	
Knees		7 1/2		oak	Waling	Lower Pintle of the Rudder ..	2 1/2
Main Kelson		11	13	oak			
Scarphs of KelsonLength		12	10	oak			

I We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 17th day of Decr 1834

Builder's Name

Surveyor's Name James J. Carr

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	<i>Yp</i>	
Foremast		54 X
Main Mast		59 X
Mizen Mast		

Appear very good

Sails.

No.		No.
2	Fore Topmast Stay Sails.....	
2	Fore Sail	
1	Fore Topsails	
1	Main Sails	
2	Main Top Sails.....	

And is generally well found in other sails. } *well found in other sails*

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
2 D° Iron.....	90	1 1/2
1 Hawser.....	120	4 1/2
1 Towlines	120	6
1 1 st Warp	120	5
2 nd D°		

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } *sufficient & good overhauled July 1834*

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.

From *Whitby*
20th April.

Timbering. Shows Stem Stowage and the timbers. English oak
The Quality, quality good Squaring very fair, the beams are
Squaring, and Chiefly Danish oak. of good quality and well squared
Workmanship. The main strong beams are also Danish oak - dimensions
very fair and workmanship good

Planking. Bilge to light watermark Danish oak, from that to lower
Outside and Inside English oak. Wale is Beech oak in midships & English
Quality, Edging, oak at the ends. Sides. English oak, then stake
and Workmanship. Danish oak, as are the plank the quality appears
good and the work fair, 4 ft shifts generally 2 between some
3; ceiling below head beams clamps Danish oak, bilge planks Dutch oak
ceiling between decks English oak clamps 2; Danish, good quality plank
good - deck mended, pine very good - with the deckwork

Fastenings. Copper to the wales - no bilge nor butt bolts
If Sheathed, this -
Doubled, or Woodlagging knees (spruce) to holabeams } good
Felled. Woodlagging knees &c to deckbeams }

Coppered overpaper in Decr 1834 -

Repairs. Cautered stoppers - Decr/34 -
Planks wood -
18 in braceless stiles to 6 good and well
Secured

General Observations This vessel is in very good repair, and the
and Opinion as materials of which she is built are good of
required by the the kinds. I consider her quite equal to carrying
Instructions. a dry cargo with safety and in my opinion she
comes within the description of A

The Amount of the Fee, £ 1 : 1 : - is received by me. J. J. Carr

Committee Minute 6 January 1835

Character assigned A 1 for 7 Years

Wm. Carr



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Lloyd's Register
Foundation