

No. 4753 Survey held at London

Date December 14 1838

4753

on the Barque of Adelaide

Master Chesie

Tonnage 282

Built at

Sursey

When built 1838

By whom built

Owners

Allen & M. Mcintosh

Port belonging to

London

Destined Voyage

Sydney

If Surveyed Afloat or in Dry Dock

In & out of Dry Dock

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.

Timber and Space.....	each	Inches.	Inches.	Inches.
Floors.....	sided	11 1/2	Moulded	11 1/2
1 <sup>st</sup> Foothooks.....	"	"	"	"
2 <sup>nd</sup> Ditto.....	"	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"	"
Top Timbers.....	"	11 1/2	"	6
Deck Beams.....	Number of	9	"	8
Hold Beams.....	No. do.	10 1/2	"	10
Keel.....	"	"	"	"
Kelsons.....	"	13	"	14

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	"
Bilge Planks.....	4 3/4	Bilge Planks.....	4 3/4
Bilge to Wales.....	3	Ceiling in Flat.....	"
Wales.....	4 3/4	Ditto Bilge to Clamp.....	2 3/4
Topsides.....	2 1/2	Hold Beam Clamps.....	3 1/2
Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	3
Water-ways.....	8	Hold Beam Shelves.....	4 3/4
Upper Deck.....	3	Deck Beam ditto.....	4

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	"	Bolts thro' the Bilge and Foot Waling.....	"	Hold Beam.....	"
Scarphs of Keel.....	N <sup>o</sup> .	Butt End Bolts.....	"	Deck Beam.....	"
Floor Timber Bolts.....	"	Lower Pintle of the Rudder.....	"		
Kelson ditto.....	"				
Transoms and throats of Hooks.....	"			same in Iron above the Copper.....	"
Arms of Hooks.....	"				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 0-3 Inches. The Space between the Top-timbers is 4-5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of French Oak and are free from all defects.

Her Floors and first Foothooks are composed of French Oak Timber, excepting 5 Planks of 4 1/2

Her other Foothooks and Top Timbers of French Oak

Her Shifts of the first and second Foothooks are not less than                      N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are                     

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same

The alternate Frames are                      bolted together.

The Butts of the Timbers are decided to be close together; their thickness not less than 2 1/2 of the entire moulding at that place.

The Frame is                      chocked with a Butt at each end of the chock. (So decided)

The Main Kelson is composed of French Oak and the False Kelson of                     

The Scarphs of the Kelsons are not less than                      feet                      inches. Bolts through every floor timber

The Deck and Hold Beams are composed of French Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of 4 Dantzic Oak with Dantzic Red Pine in the flat of the floor of Bilge to 1 1/2

From the first Foothook Heads to the Light Water Mark of                     

From the Light Water Mark to the Wales of French Oak

The Wales and Black-strakes are of                     

The Topsides of Dantzic Red Pine

The Sheer-strakes of French Oak

Decks, and state of, Dantzic Red Pine

The Gunwales of Da

Water-ways of Da

The Shifts of the Planking are not less than 5.6 Feet                      Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 & 3 between.

Planking Inside.—The Clamps are composed of French Oak

the Stringers of French Oak

The Bilge Planks of French Oak and the remainder of the Ceiling of French Oak excepting Transoms

Fastenings.—To Hold Beams Binders Round one Liner Shelf & Waterway

Deck Beams 2 x 2 K Shelf

Number of Breasthooks 4

Pointers not seen

Crutches not seen

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name

Surveyor's Name

George Bayley



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

4753 Jan.

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .
Fore Sails,		Chain .....	Bower,
Fore Top Sails,		Hempen Stream Cable.....	Stream,
Fore Topmast Stay Sails,		Hawser .....	Kedge,
Main Sails,		Towlines .....	All of proper weight.
Main Top Sails,		Warp .....	
and		All of _____ quality.	

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

### General Remarks—Statement and Date of Repairs.

At the present time sheathed with yellow metal to 12 fms

The materials of which this ship is built are good of their kind. The French Oak is more free from shakes than the timber of that country. ~~usually is~~

The vessel wants or will want some additional vertical fastening which I pointed out to the owner board at this date and advised its being put in before she proceeds on her intended voyage. He intimated his conviction as to its desirableness but did not decide to put it in.

From the materials & workmanship (with the addition of vertical fastening) she is according to the rules entitled to stand 9A. The Dantzic Red Line Ceiling between Decks would reduce her to 8A. & the Dantzic Red Line Topside reduces her to 7A according to the Rules. In my opinion this is a case deserving the special consideration of the Committee as some ships with Dantzic Fir in the same parts are standing 12A.

If Sheathed, Doubled, or Felted, Yellow metal 12 fms  
and Date when last done Dec<sup>r</sup> 1838

And \_\_\_\_\_ of opinion this Vessel should be Classed \_\_\_\_\_

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

*Paul*

Committee Minute 24 Dec 1838

Character assigned 7A



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