

No. Survey held at London Date Feb^r to October 9th 1883
in the Ship "White Adder" Master Bowers
Old 100 Built at London When built 1882 Launched 9th
Tonnage New 914 64 By whom built Thos^r Bilbe & Perry Owners J. Willis & Son
Port belonging to London Destined Voyage Australia 2495M
Surveyed while Building, Afloat, or in Dry Dock At Nelson Dock Yard, Dry Dock & E. Dock

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
196.4			34	0		20.7		
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE	18 3/4		Garboard Strakes	5	4 1/4	Limber Strakes	4	
Floors	12 1/4		Garboard to Bilge	5	4 1/4	Bilge Planks	6	23-8
1 st Foothooks			Bilge to Wales	5	4 1/4	Ceiling in Flat	4	
2 nd Ditto			Wales	5	5 3/4	Ditto Bilge to Clamp	4	
3 rd Ditto			Topsides	5	4 1/2	Hold Beam Clamps	4	
Top Timbers			Sheer Strakes	5	4 1/2	Deck Beam Ditto	4	
Deck Beams			Plank Sheers	4	4	Ceiling 'twixt Decks	4 1/2	
Hold Beams			Water - Upper Deck	12 1/2		Hold Beam Shelves	none	
Keel	17 1/2		Ways - Lower Deck	10 1/2		Deck Beam Ditto	none	
Scarp of Ditto	7 1/2		Ditto, faying surface	10				
Keelsons	16 1/2		Upper Deck	4	4			
Scarp of Ditto	7 1/2							

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadw'd abaft	1 3/8	1 3/8	Transoms and throats of Hooks		
Scarp of Keel, N ^o . 8	1 1/2	1 1/2	Arms of Hooks		
Keelson Bolts through Keel	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	7/8	
at each Floor			Thickstuff over Double Floors		
Bolts thro' Heels of Timbers	7/8	7/8	Butt End Bolts	3/4	7/8
against Deadwood			Pintles of the Rudder	4	3 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 6 3/4 Inches. The Space between the Top-Timbers is 12 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 12 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 12

The Frame is Iron squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is Bent vertical plank 4 thick about 8 apart worked on the backs of the floors, extending from the garboard planks to the gunwale to receive the outside plank.

The alternate Frames are bolted together to the Gunwale. N. B. If not, state how bolted.

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

The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is E. Oak of Windlass is Eng. Oak

The Keel is Plum The Main Keelson is Pitch Pine and are free from all defects.

The Stem, and Stern Post of English Oak & Seal The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams of T. Butt Iron The Breasthooks of Iron plate The Knees of Iron plate

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Pitch Pine & Elm

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Pitch Pine

The Wales and Black-strakes are Pitch Pine The Topsides & Sheer-strakes Pitch Pine

The Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine Lower Deck Pitch Pine

The Decks Pitch Pine State of Good

The Shifts of the Planking are not less than 6 Feet 0 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine

The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams Iron plates, and Iron stringers secured to the Iron frame by rivetting

Deck Beams Iron plates, Iron stringers, Angle Irons and wood waterways

Number of Breasthooks four Pointers none Crutches four

Butts End Bolts are of Yellow metal in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Australian How Made Engine turned

Thickstuff over Double Floors none bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given
Builder's Signature Thos^r Bilbe & Co Surveyor's Signature J. Willis & Son

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

24957 *Don*

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

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed _____

2nd. When the Beams are put in, &c. _____

3rd. { When completed, and before the }
 { plank be painted or payed } _____

The Rules appear to be only partially applicable to this ship, the materials of which she is constructed entitle her to the 10 A class, her planking being pitch pine and fastenings of yellow metal to the exclusion of iron except where allowed by the Rules. Her floors are of English Oak between each of which is a frame of Angle Iron extending from the keelson to the gunwale (as shown in the section) the ceiling is worked and secured to these by $\frac{3}{4}$ Galvanized Iron Nut & bolts, and between each Iron frame vertical planks are working of English Oak, extending from the back of each floor to the gunwale the outside plank is then worked on these vertical planks and fastened with through treenails and yellow metal bolts, the Iron stringers cross fore and aft the ship rivetted to each frame, and connected at the ends by Iron plates; the stringers on the beam ends are $2\frac{1}{2} \times 3\frac{1}{2}$ and the Angle Irons connecting them to the side $4 \times 3\frac{1}{2}$; the top plates on the upper deck beams $6 \times \frac{1}{2}$ - the lower deck beams are stiffened in the center by two Angle Irons 4×3 back to back crossing fore & aft - her frame is diagonally trussed with $3 \times \frac{1}{2}$ Iron spaced about 300 on a square apart rivetted to each frame - And her thick garboard strakes are thoroughly thro' bolted with $\frac{1}{2}$ yellow metal bolts.

The Beam stringers are thinner, the top plates smaller and the Angle Irons on the beam ends less than required by the Rules for Iron ships of her tonnage, but taking into consideration her two substantial waterways which are well thro' bolted, I am of opinion that these deficiencies are compensated for - and therefore beg to submit her claims for the Committee's consideration for the 10 A class - I consider her to be a substantial

and a well built ship - I should have mentioned that there is a continuous tie from upper deck to the keelson by means of the $\frac{1}{2}$ fastenings

Present condition of Caulking of Bottom, *Good* Deck, *Good* and Waterways *Good*

FF Sheathed, Doubled, Felted, or Coppered *with Yellow metal* When last done *Now*

I am of opinion this Vessel should be Classed *10 A*

The Amount of the Fee.....£ *5* : : is received by me,

Special£ *5* : *5* : -

Certificate£ : : -

Committee's Minute *14th October 1862*

Character assigned *A* - *for 14 Years*

(B.S.)



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