

Last Report London 24957
No. 21 Survey held at London Date November 12th 1862
on the Ship "White" Adder Master Bowers
Tonnage Old Built at London When built 1862 Launched
By whom built Messrs Bilbe & Co Owners Messrs Willis & Sons
Part belonging to London Destined Voyage Australia
Surveyed while Building, Afloat, ~~or~~ in Dry Dock at Rotherhithe & East India Dock

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		IN SHIP.		REQUIRED PER RULE.				Thickness of Plank.			
Scantlings of Timber.		Sided.	Moulded.	Sided.	Moulded.	Outside.		In Ship.	Required per Rule.	Inside.	
TIMBER AND SPACE						Garboard Strakes ..				Limber Strakes	
Floors						Garboard to Bilge ..				Bilge Planks	
1 st Foothooks						Bilge Planks				Ceiling in Flat	
2 nd Ditto						Bilge to Wales				Ditto Bilge to Clamp	
3 rd Ditto						Wales				Hold Beam Clamps ..	
Top Timbers						Topsides				Deck Beam Ditto ..	
Deck } N ^o Average } Beams } Space }						Sheer Strakes				Ceiling 'twixt Decks	
Deck Beams, length amidships						Plank Sheers				Hold Beam Shelves ..	
Hold } N ^o Average } Beams } Space }						Water- } Upper Deck				Deck Beam Ditto ..	
Hold Beams, length amidships						Ways } Lower Deck					
Keel						Ditto, faying surface					
Scarphs of Ditto						against Timbers ..					
Keelsons						Upper Deck					
Scarphs of Ditto											

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.							
		Copper or Y.M. in Ship.	Iron in Ship.			Copper or Y.M. in Ship.	Iron in Ship.
Keel-Knee, & Deadw'd abaft				Transoms and throats of Hooks			
Scarphs of Keel, N ^o .				Arms of Hooks			
Keelson Bolts through Keel				Thro' Bilge & Limber Strakes			
at each Floor				Thickstuff over Double Floors			
Bolts thro' Heels of Timbers				Butt End Bolts			
against Deadwood				Pintles of the Rudder			
				Hold Beam Bolts in			
				Deck Beam Bolts in			
				Nails or Bolts in Flat of Deck			
				TreenailsInches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is _____ Inches. The Space between the Top-Timbers is _____ Inches.
The Floors consist of _____ The First Foothooks of _____
The Second Foothooks of _____ The Third Foothooks and Top Timbers of _____
The Shifts of the First and Second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are _____
The Frame is _____ squared from the First Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____
The _____ 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 _____ 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 _____ of Windlass is _____
The Keel is _____ The Main Keelson is _____ and _____ free from all defects.
The Stem, and Stern Post of _____ The Transoms, Knight Heads, Hawse Timbers, and Aprons of _____ Deadwood, of _____ and are _____ free from all defects.
The Deck and Hold Beams of _____ The Breasthooks of _____ The Knees of _____

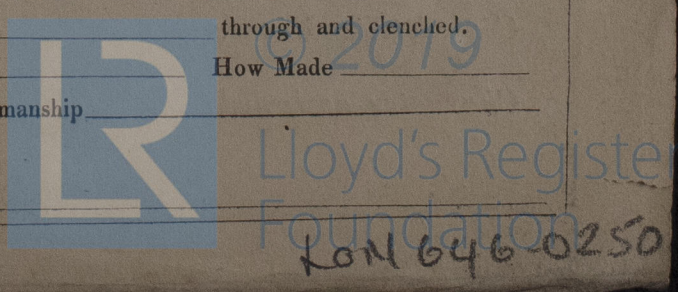
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is _____
or to the First Foothook Heads }
From the above named Height to the Light Water Mark _____
From the Light Water Mark to the Wales _____
The Wales and Black-strakes are _____ The Topsides & Sheer-strakes _____
The Spirketting and Plank-sheers _____ The Water-ways { Upper Deck _____
Lower Deck _____
The Decks _____ State of _____
The Shifts of the Planking are not less than _____ Feet _____ 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 _____ between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are _____
The Ceiling, Lower Hold, and between Decks _____ Shelf Pieces and Clamps _____

Fastenings.—To Hold Beams _____
Deck Beams _____

Number of Breasthooks _____ Pointers _____ Crutches _____
Butt End Bolts are of _____ in the Bottom: _____ Bolts in each Butt End _____ through and clenched.
Bilge and Limber Strakes _____ bolted through and clenched. Treenails of _____ How Made _____
Thickstuff over Double Floors _____ bolted through and clenched. General Quality of Workmanship _____

We certify that the above is a correct description of the several particulars therein given
Builder's Signature _____ Surveyor's Signature _____



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
Two Sails	Fore Sails,	Chain	150	13		Bower,	1 30.0.18
	Fore Top Sails,	Hempen Stream Cable	150	1 1/4			1 29.3.0
	Fore Topmast Stay Sails,	Hawser	90	1		Stream,	1 10.3.14
	Main Sails,	Towlines	90	11			
	Main Top Sails,	Warp	90	7		Kedge,	1 5.1.26
and		All of <u>good</u> quality.	100	5 1/2			1 3.0.10

Her Standing and Running Rigging is sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan good Rudder good Pumps Two of Iron good

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 Bower Anchors are lighter than prescribed by the Rules - Please see the Committee's Letter to Messrs Bilbe & Co sanctioning the reduction in weight - Dated 4th Sept^r 1862.

Present condition of Caulking of Bottom, good Deck, good and Waterways good
with yellow metal on
~~is~~ Sheathed, ~~Doubled~~, Felted, or Coppered When last done now

I am of opinion this Vessel should be Classed 10A.1.

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

B. Weymouth

Committee's Minute 9th December 1862
Character assigned 10A.1