

*Last Report London 24957*  
 No. 21 Survey held at London Date November 12<sup>th</sup> 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 Porterhithe & East India Dock

Recd. 5/12.62

Classed 10<sup>th</sup> Feb 1862

Length aloft	Extreme Breadth Outside				Depth of Hold		Thickness of Plank			
	Feet.	Inches.			Feet.	Inches.	INCHES.		INCHES.	
		REQUIRED PER RULE.					Required per Rule.		Required per Rule.	
	Sided.	Middle.	Ends.	Middle.	Ends.	In Ship.	Required per Rule.	In Ship.	Required per Rule.	
Scantlings of Timber.										
TIMBER AND SPACE										
Floors										
1 <sup>st</sup> Foothooks										
2 <sup>nd</sup> Ditto										
3 <sup>rd</sup> Ditto										
Top Timbers										
Deck } N <sup>o</sup> _____										
Beams } Average Space _____										
Deck Beams, length amidships										
Hold } N <sup>o</sup> _____										
Beams } Average Space _____										
Hold Beams, length amidships										
Keel										
Scarphs of Ditto										
Keelsons										
Scarphs of Ditto										

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

Keel-Knee, & Deadw'd abaft Scarphs of Keel, N <sup>o</sup> _____ Keelson Bolts through Keel at each Floor _____ Bolts thro' Heels of Timbers against Deadwood _____	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks Arms of Hooks _____ Thro' Bilge & Limber Strakes Thickstuff over Double Floors Butt End Bolts _____ Pintles of the Rudder _____	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam Bolts in { Waterway .. Knees .. Shelf or Clamp	Deck Beam Bolts in { Waterway .. Knees .. Shelf or Clamp	Nails or Bolts in Flat of Deck Treenails ....Inches _____	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule

**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 \_\_\_\_\_

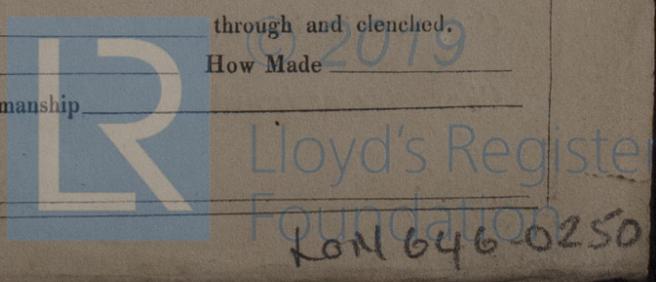
Butt End Bolts are of \_\_\_\_\_ in the Bottom: \_\_\_\_\_ Bolts in each Butt End \_\_\_\_\_ through and clenched.

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 <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
Two Sails	Fore Sails,	150	13	Bower,	1 30.0.18
	Fore Top Sails,	150	1 1/4		1 29.3.0
	Fore Topmast Stay Sails,	90	1 1/16	Stream,	1 10.3.14
	Main Sails,	90	11		
	Main Top Sails,	90	7	Kedge,	1 5.1.26
and		100	5 1/2		1 3.0.10
	All of <u>good</u> quality.				

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 from 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 Mr. Bilbe & Co sanctioning the reduction in weight - Dated 4<sup>th</sup> Sept<sup>r</sup> 1862.*

Present condition of Caulking of Bottom, good Deck, good and Waterways good  
 with yellow metal on iron  
 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 9<sup>th</sup> December 1862

Character assigned 10A.1