

27493

REPORT of SURVEY for REPAIRS.

No. Survey held at London Date May 24th to 23rd 18 66
on the Ship "City of Adelaide" Master Bruce
Tonnage 791 Built at Sunderland When built 1864
By whom built Messrs Pile Owners Messrs Devitt &
Port belonging to London Destined Voyage Adelaide
If Surveyed Afloat or in Dry Dock Line Beln Dry Dock & London Dock

Survey, No. 8142 Port Sunderland Classed 12 A. 1. 6. 64

How done, the Yellow Metal sheathing renewed upon Telt, the bottom Caulked from the Kiel to the Metal sheathing line; the ceiling on the bilges downwards, excepting at the extreme ends, lifted, for the purpose of clearing out Gravel which had washed from the Cement; the Cement repaired where necessary, and the Ceiling fitted; the Drain Pumps refitted and arranged so as to draw out more water than previously - This vessel is built on the Composite Principle, her Planking being fastened with Galvanized Iron Nut and Screw bolts to the frames: twenty five of these bolts have been driven out from the bilges for examination, some of which are herewith submitted for the Committee's inspection. Those with semi-circular shaped heads we consider objectionable from their form, and we are of opinion that better results would have been obtained, had the bolts heads been covered with dowels having their fibre in the same direction as that of the Planking, instead of the end grain plugs used

Condition of the

ays	Good	Transoms, Pointers, and Crutches	Keelsons	Windlass and Capstan	
Deck Beams & Fastenings	Good	Timbers of the Frame at the openings	Clamps and Shelves	Pumps	Good and sufficient
Deck Beams & Fastenings	Good	Ditto Ditto at other places	Ceiling	Boats	sufficient
ers	Good	Keelsons	Bulder	Masts, Yards, &c.	Good
akes	Good	Clamps and Shelves	Yellow Metal	Condition, how ascertained	By enquiry
		Ceiling	Copper on Telt	Sails	Good and sufficient
			When put on	Anchors No. of	Good and sufficient
				Cables	sufficient
				Hawsers and Warps	
				Standing & Running Rigging	
Bottom) and Counter	Caulked				

Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good where tested. In the worst condition of some of the bolts of this vessel, at so early a period, we fear even with the greatest care, it is not desirable that Composite vessels should be built with Galvanized Iron bolts if it be intended to sheath over them with yellow metal, unless the bottom be first carefully sheathed with wood worked on Telt, as stated in the proposed Rules for building vessels of the description of the one in question - Altho some of the fastening bolts are wasted, we consider them intact, and beg to recommend her to remain as classed, and to be

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

Marked B.S. 1866-

Special..... 1 : 1 :

Certificate (if required) : :

Committee's Minute

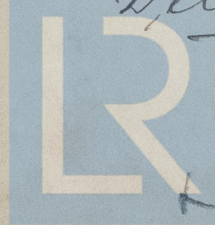
1st June

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Character assigned

12 A. 1

record Y. M.



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LONDON-0504

27493 Jan.

through which the water can more readily percolate -

We examined some of the bolts in the wood ends of the forward found them of iron, plugged over - these bolts being or dump bolts, they cannot be renewed, consequently, it is that in all cases where the bolts cannot be renewed they should be required to be of Copper or Yellow Metal in the bottom suggested in the proposed Rules for Composite vessels.

It is evident from the condition of some of the bolts in the instance, that the fastenings of all vessels built on a similar principle will require careful examination frequently.

B. Weymouth

Williamson



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