

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book **115** on the **Barque Adelaide** Survey held at **London** Date, first Survey **Sec^r 15th 1874** Last Survey **Jan^y 5th 1875** (Recd 22.1.75)

Master **J. Westcott.**
 TONNAGE under Tonnage Deck **402.44**
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop, or Raised Qr. Dk. **32.89**
 Ditto of Houses on Deck **13.55**
 Ditto of Forecastle
 Gross Tonnage **448.88**
 Crew Space, as per Rule **14.30**
 Register Tonnage, cut on Beam **434.58**
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.

Built at **Littlehampton** When built **1851**
 Owners **Moodie & Co** Port belonging to **London**
 Residence **34 High Street Wapping**
 By whom built **H. Harvey** Destined Voyage **Australia**
 If Surveyed Afloat or in Dry Dock **Gun by Lock & S West India St**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.**
 Last Survey, No. **3237** Port **Bristol** Classed **12** Years assigned **8** Character in Register Book **A1**
 REPAIRS, OR EXAMINATION AS PER RULE **Half Time Survey.**

This Vessel was caulked and remitted at Singapore in June 1874. the bills of which have now been produced.

Now done, bottom sighted, several sheets of yellow metal sheathing removed and the caulking tested and found good; Hold cleared stages made limbers and listings cleared as per Rule, treenails driven out and yellow metal bolts tested Windlass unhung wood lining stripped off and chain cables ranged on deck for examination and all other requirements of the Rule for Half Time Survey complied with.

Present Condition of the

Decks Good	Treenails Good	Windlass and Capstan Good
Waterways Good	Breasthooks and Stenson Good	Pumps Good
Comings Good	Transoms, Pointers, and Crutches Good	Boats Good
Upper Deck Beams & Fastenings Good	Timbers of the Frame at the openings Good	Masts, Yards, &c. Good
Lower Deck Beams & Fastenings Good	Ditto Ditto at other places Good	Condition, how ascertained Obs^d from deck
Planksheers Good	Keelsons Good	Sails Good
Sheerstrakes Good	Clamps and Shelves Good	Anchors No. of 3 B^r 18th 2 H^r
Topsides Good	Ceiling Good	Cables Good
Wales Good	Rudder Good and efficient	Hawsers and Warps Good
Plank (Bottom) and Counter Good	Copper Good When put on 1874	Standing & Running Rigging sufficient
Engine Room Skylights Good	Caulking of Good	Cargo and Main Hatchways Good
Coal Bunker, Openings, Lids, &c. Good	Bottom, Deck, & Waterways Good	Hatches Good

General Observations, Opinion as to Class, &c. **She is now in good and efficient Condition and fit in my opinion for the safe conveyance of dry and perishable goods to and from all parts of the World, and eligible to remain as classed; viz - Restored A1 for 8 years and to be recorded H.S. 1875.**

The Amount of Entry Fee ... £ **1** : **0** : **0** received by me, **Thomas W. Blayell**
 Special ... £ **3** : **3** : **0** 25 Jan 1875
 Certificate (if required) ... £ **0** : **0** : **0**

(Travelling Expenses, if any, £ **0**) Committee's Minute **26th January 1875**

Character assigned **A1**
THW 4th 7th 75
Wm 7th 75 You have noted on the Log

Now Done - added two additional diagonal
Iron Rida straps in lower hold forward, to compensate
for two defective cant timbers being chocked only. the
amidships part deck eight strakes from the break of poop
to the forecastle renewed of Pitch Pine, mizen mast
and mizen topmast new of Pitch Pine, and the vessel
caulked from metal line over all.

This report has been delayed for
particulars of tonnages; now copied from the Vessels new
Register.

Thomas W Blayell



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Foundation