

No. 8142 Survey held at Sunderland Date June 3rd 1864
on the Ship "CITY OF ADELAIDE" Master BRUCE
Old Tonnage New 791.00 Built at Sunderland When built 1863-4 Launched 1st May 1864
By whom built W. Pile, Hay & Co Owners Messrs Devitt & Moore
Port belonging to London Destined Voyage London
Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length aloft	176	Feet.	18	Feet.	33	Feet.	35	Depth of Hold	18	Inches.	8	
Scauntlings of Timber.		IN SHIP.		REQUIRED PER RULE.		Thickness of Plank.		IN SHIP.		REQUIRED PER RULE.		
Timmer and Space		Middle.	Ends.	Middle.	Ends.	Outside.	INCHES.	Inside.	INCHES.	INCHES.	INCHES.	
Floors of plate iron		8/16	21	4	8/16	21	4	Garboard Strakes ..	9	"	Limber Strakes	2 1/2
1st Foothooks single rough iron at		4	3	1/16	4	3	1/16	Garboard to Bilge ..	5 1/4	5 1/4	Bilge Planks	2 1/2
2nd Ditto to touch edge of frame		4	3	1/16	4	3	1/16	Bilge Planks	5 1/4	5 1/4	Ceiling in Flat	2 1/2
3rd Ditto to touch edge of frame		4	3	1/16	4	3	1/16	Bilge to Wales	5 1/4	5 1/4	Ditto Bilge to Clamp	2 1/2
Top Timbers		3	3	9/16	3	2 3/4	9/16	Wales	5 1/4	5 1/4	Hold Beam Clamps..	1 1/2
Deck N° 36		"	8	9/16	"	8	9/16	Topsides	5 1/4	5 1/4	Deck Beam Ditto ..	1 1/2
Beams		3	3	2 3/4	3	3	9/16	Sheer Strakes	4 1/2	4	Ceiling 'twixt Decks	2 Battens
Deck Beams, length amidships		3 1/10	"	"	"	"	"	Plank Sheers	4	4	Hold Beam	19 x 9/16 18 1/2 x 9/16
Hold N° 54		"	9 1/4	10/16	"	9	10/16	Water Upper Deck	11 x 7	7	Deck Beam Ditto ..	25 x 9/16 25 x 9/16
Beams		3	3	2 3/4	3	3	9/16	Ways Lower Deck	3 1/2	3 1/2		
Hold Beams, length amidships		3 1/10	"	"	"	"	"	Ditto, faying surface	see sketch	in Margin		
Keel		14 1/8	14 1/8	14 1/2	14 1/2	8 1/8	8 1/8	Upper Deck	3 1/2	3 1/2		
Scarphs of Ditto		6 1/2	"	"	8 1/8	"	"					
Keelsons		11 1/8	14 1/8	14 1/2	14 1/2	3 1/2	3 1/2					
Scarphs of Ditto		7 1/8	11 1/8	14 1/2	14 1/2	3 1/2	3 1/2					
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treennails.												
Heel-Knee, & Deadw'd abaft		Copper	Iron	Inches	Copper		Iron	Inches	Copper		Iron	Inches
Scarphs of Keel, N° 8		in Ship.	in Ship.	required per Rule	in Ship.		in Ship.	required per Rule	in Ship.		in Ship.	required per Rule
Keelson Bolts through Keel		"	15 1/8	1 1/4	" 1 1/4		1 1/8	Hold Beam	Waterway ..		riveted	"
at each Floor		"	"	"	riveted		"	Bolts in	Knees		riveted	"
Bolts thro' Heels of Timbers		"	1 1/4	1 1/8	" 1		"	Deck Beam	Waterway ..		7/8	7/8
against Deadwood		"	"	"	" 1/8		12/16	Bolts in	Knees		riveted	"
		"	"	"	" 1/8		12/16	Nails or Bolts in Flat of Deck	Shelf or Clamp		9/16	"
		"	"	"	" 1/8		12/16	Treennails	Inches			

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

She has SAILS.

N ^o .	
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sail
2	Main Sails,
2	Main Top Sails,

CABLES, &c.

Certificates produced	Fathoms.	Inches.	
Chain <u>test strain tons 4 1/2</u>	300	1 1/2	Bo
Temp Stream Cable	75	7/8	
Hawser	90	6 1/2	Sti
Towlines	90	8 1/2	
Warp	90	5	

ANCHORS, and their weights.

Certificates produced	N ^o .	Weight
Chain <u>test strain tons 30</u>	3	34.2
30		34.2
22		23.6
	1	10.0
	2	5.0
		2.0

and others to complete a double butt All of Good quality.

Her Standing and Running Rigging Rice & Hemp sufficient in size and Good in quality.

She has 2 Life ~~Long~~ Boats and 2 others

The present state of the Windlass is Good Capstan Good Rudder Good Pumps two metal, Good.

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

- 1st. When the Frame is completed Built under Special Survey
2nd. When the Beams are put in, &c. between the 1st October 1863
3rd. { When completed, and before the } and the present date
 { plank be painted or payed }

The Frames are trussed on the outside with diagonal plates 8 by 9/16 worked as shown on the tracing for the Toppers, from Sheer plate to stake of plates at Hold Beams, 14 pairs each way space about 8 ft apart from centre to centre on the square, from the stake of plates at the Hold Beams to that wrought at the Bilges the diagonal Trussing plates are fitted 12 ft apart longitudinally from Centre to Centre 14 pairs 8 x 9/16 on each side crossing each other the whole of the Ship. The bottom inside is cemented to turn up.
It will be seen that the Main & Sister Keelsons are not as shown in the tracing submitted to the Committee & the Builder has added the diagonal Trussing outside of the Frames from Hold Beams to Bilge Stake (not counter-plated when the sketch was submitted) which appeared to be in conformity with the views expressed in the store letter relating to this vessel. In other respects the vessel is eligible to the Class mentioned below.

Caulking tested during the progress of the work and the bottom tested with water by sinking when in dry Dock.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt When last done May 1864

I am of opinion this Vessel should be Classed 12 A. 1

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

Order No. 1460 Special ...£ 5 : : 12 : :

June 1864

Certificate

Committee's Minute 10

Character assigned

* It will be seen that

June 1864

for 12 Years - Iron gun,
Amount of Special Survey fee
this sum the Builder

I have examined the Report and find it satisfactory for the class recommended -

Signed June 10/64

© 2021 Lloyd's Register Foundation