

Rev 10/8/64  
1864

No. 8142 Survey held at Sunderland Date June 3<sup>rd</sup>  
 on the Ship "CITY OF ADELAIDE" Master BRUCE  
 Old  
 Tonnage Built at Sunderland When built 1863-4 Launched 7<sup>th</sup> May 1864  
 New 791.00  
 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 .....	Feet.		Inches		Extreme Breadth Outside .....	Feet.		Inches		Depth of Hold .....	Feet.		Inches	
	Sided,	In Ship.	Moulded.	Sided.	Middle.	Ends.	Middle.	Ends.	In Ship.	Required per Rule.	Inches.	In Ship.	Required per Rule.	
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE .....	18	"	"	18	"	"	18	"	9	"	2½	18	"	
Floors of Plate iron .....	9/16	21	4	9/16	21	4	5 1/4	5 1/4	Bilge Planks .....	5 1/4	5 1/4	Bilge Planks .....	2 1/2	
1 <sup>st</sup> Foothooks Single Angle iron .....	4	3	1 1/2	4	3	1 1/2	18 x 9/16	18 x 9/16	Ceiling in Flat .....	2 1/2	2 1/2	Ceiling in Flat .....	2 1/2	
2 <sup>nd</sup> Ditto Double Angle iron .....	3	3	9/16	3	2 3/4	9/16	5 1/4	5 1/4	Ditto Bilge to Clamp .....	2 1/2	2 1/2	Ditto Bilge to Clamp .....	2 1/2	
Top Timbers extending up to the frame to the upper edge .....	8	8	9/16	8	8	9/16	Wales .....	5 1/4	5 1/4	Hold Beam Clamps .....	3 1/2	3 1/2	Hold Beam Clamps .....	3 1/2
Deck N° 36 Average 4 1/2 ft. Beam .....	8	8	9/16	8	8	9/16	Topsides .....	18 x 9/16	18 x 9/16	Deck Beam Clamps .....	3 1/2	3 1/2	Deck Beam Clamps .....	3 1/2
Beams with double angle iron up to deck .....	3	3	9/16	3	3	9/16	Sheer plate .....	30 x 9/16	30 x 9/16	Deck Beam Ditto .....	3 1/2	3 1/2	Deck Beam Ditto .....	3 1/2
Deck Beams, length amidships .....	3 1/2	"	"	3 1/2	"	"	Sheer Strakes .....	4 1/2	4 1/2	Ceiling 'twixt Decks .....	2 Battens	2 Battens	Ceiling 'twixt Decks .....	2 Battens
Hold N° 34 Average 3 1/2 ft. Beam .....	9 1/4	10 1/2	1	9	10 1/2	1	Plank Sheers .....	4	4	Hold Beam Sholes .....	19 x 9/16	18 1/2 x 9/16	Hold Beam Sholes .....	19 x 9/16
Beams with double angle iron top edge .....	3	3	9/16	3	3	9/16	Water Upper Deck .....	11 x 7	7	anglion on de 4 1/2 x 3 1/2 x 9/16	25 x 9/16	25 x 9/16	anglion on de 4 1/2 x 3 1/2 x 9/16	25 x 9/16
Hold Beams, length amidships .....	3 1/2	"	"	3 1/2	"	"	Ways Lower Deck .....	1	1	Deck Beam Ditto .....	2 1/2	2 1/2	Deck Beam Ditto .....	2 1/2
Keel Keel plate .....	14 1/2	15 1/2	11/16	14 1/2	14 1/2	9/16	Ditto, faying surface against Timbers .....	see Sketch in Margin	see Sketch in Margin	Upper Deck .....	3 1/2	3 1/2	Upper Deck .....	3 1/2
Scarps of Ditto .....	6 1/2	"	"	6 1/2	"	"								
Keelsons .....	11/16	14 1/2	"	11/16	14	1/2								
Scarps of Ditto .....	11/16	5	4	11/16	4 1/2	3 1/2								

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

Copper or YM. in Ship.	Iron in Ship.	inches required per Rule	Copper or YM. in Ship.	Iron in Ship.	inches required per Rule	Stringer	Waterway	Copper or YM. in Ship.	Iron in Ship.	inches required per Rule
Heel-Knee, & Deadw'd abaft	15 1/2	1 1/4	Transoms and throats of Hooks	"	1 1/4	1 1/4	Knees .....	riveted	riveted	riveted
Scarps of Keel, N° 8	1	1	Arms of Hooks .....	riveted	"	Shelf or Clamp	Knees .....	riveted	riveted	riveted
Keelson Bolts through Keel between at each Floor .....	1 1/4	1 1/8	Thro' Bilge & Limber Strakes	"	1	Stringer	Waterway ..	1 1/8	1 1/8	1 1/8
Bolts thro' Heels of Timbers above against Deadwood .....	riveted to Keelplate		Thickstuff over Double Floors	"	"	Deck Beam	Bolts in	Knees .....	riveted	riveted
			Butt End Bolts, all other in plank	7/8	12 1/2	Nails or Bolts in Flat of Deck	Shelf or Clamp	9/16	9/16	9/16
			Pintles of the Rudder .....	3	3	Treenails .....	Inches.			

**Timbering.**—The Space between the Floors Timbers and Lower Foothooks is 14 1/2 Inches. The Space between the Top-Timbers is 15 Inches.

The Floors consist of plate iron, with the angle-iron of the frame at the lower edge, and The First Foothooks of the reverse frame, extending along the upper edge. The Second Foothooks of the reverse frame, extending along the centre of keel, and are connected together with a piece of angle-iron 4 1/2 long riveted to the floor plates to the frame. The Shifts of the First and Second Foothooks are not less than 1 1/2 inches. N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the frame are 1 1/2. The Head Strangers are of double angle iron 4 1/2 x 3 1/2 x 9/16 along the upper edge.

The Frame is squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the of angle-iron same as stringers with a butt-plate between 8 x 9/16. An intercostal keelson is fitted between the bilge and middle line keelsons of plate 18 x 9/16 connected to the floor plates with short pieces of angle-iron 3 x 3 x 9/16. 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 checked with Butt at each end of the check. The Main piece of Rudder is Oak of Windlass is Oak

The Keel is Oak The Main Keelson is Iron and app't free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, Etc. and Aprons of Oak Deadwood, of Oak, Oak & Oak and are app't free from all defects.

The Deck and Hold Beams of Iron The Breasthooks of Iron The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is American Elm

or to the First Foothook Heads,

From the above named Height to the Light Water Mark German Oak

From the Light Water Mark to the Wales Oak

The Wales and Black-strakes are Oak

The Topsides & Sheer-strakes Oak

The Spirketting and Plank-shears Oak The Water-ways { Upper Deck Oak

The Decks Yellow pine The State of Good

The Shifts of the Planking are not less than 6 Feet 1 Inch. 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 three between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are ceiled with Baltic Pine to above

The Ceiling, Lower Hold, and between Decks Bilged & Battened from Shelf Pieces and Clamps thence up to the Deck

**Fastenings.**—To Hold Beams a knee plate 10/16 in thickness at each Bilge end riveted to the Bilge and to the frame. Stringer plate of Beams 19 x 9/16 connected to the reverse angle iron of frame with angle iron 4 1/2 x 3 1/2 x 9/16, stringers outside Hatchways 12 x 9/16, 45 pairs of Diagonal plates 10 x 9/16.

Deck Beams secured to the sides with welded bracket knees riveted to the frame. Stringer plate at side 25 x 9/16 connected to the frame plate with angle iron 4 1/2 x 3 1/2 x 9/16, stringers outside Hatchways 12 x 9/16 & 45 pairs of Diagonal plates 10 x 9/16.

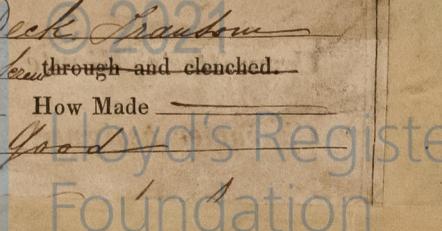
Num' er of Breasthooks Five Pointers Hooks 4 Cratches Deck Sparrow

Butt End Bolts are of Galvanized Iron in the Bottom: Two Bolts in each Butt End all with nut & screw through and clenched.

Bilge and Limber Strakes with Screw bolts belted through and clenched. Treenails of Mil How Made

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

SLD 026-0002



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

She has SAILS.

N <sup>o</sup> .	
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sail.
2	Main Sails,
2	Main Top Sails,

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

CABLES, &c.

Certificates produced	Fathoms.	Inches.	
Chain ..... 47 <sup>1</sup> / <sub>2</sub> tons	300	15 <sup>1</sup> / <sub>2</sub>	Bo
" " Stream Cable .....	75	7 <sup>1</sup> / <sub>2</sub>	
Hawser .....	90	6 <sup>1</sup> / <sub>2</sub>	St
Towlines .....	90	8 <sup>1</sup> / <sub>2</sub>	
Warp .....	90	5	Kedge,

HORS, and their weights.

Hors produced	N <sup>o</sup> .	Weight
Chain tons	3	34..
" 30	30	34..
" 22	22	23..
	1	10..
	2	5..
		2..

Her Standing and Running Rigging Wire & 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 1<sup>st</sup> October 1863 &  
3rd. { When completed, and before the } and the present date plank be painted or payed

The frames are braced on the outside with diagonal plates 8 by 9/16 worked as shewn on the tracing for the topsides from Sheer plate to stave of plates at Hold Beams, 14 pairs each way space about 8 ft apart from centre to centre on the square, from the stave of plates at the Hold Beams to that wrought at the Bilges the diagonal bracing 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 braced to turn of

It will be seen that the main & sister keelsons are not as shewn in the tracing submitted to the Committee & the Builder has added the diagonal bracing on the frames from Hold Beams to bilge staves (not counter plated when the ship was built) which appeared to be in conformity with the views expressed in the store letter relating to the 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. 111111 Special ... £ 5 : : - 2: " J.A.

June 1864 Certificate ....

Committee's Minute 10

Character assigned

\* It will be seen that  
the hull is now on

for 12 Years Iron frame  
Amount of Special Survey fee  
that this sum the Builders

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

Miles June 10/64 B. 3.

Red-Egypt B. 3.  
Fee alone is 19/- less  
one deducted under the  
which was

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Foundation