

No. 41 Survey held at Porto Date July 3<sup>rd</sup> 1840  
 on the Schooner Adelaide Master Wm. Swaffer  
 Tonnage 14 1/2 Built at Brisbane When built 1833  
 By whom built John Rodney Matthews Owners J. S. Green & Co  
 Port belonging to Portsmouth Destined Voyage not known  
 If Surveyed Afloat or in Dry Dock at Porto Canal Afloat

Length aloft	Feet. <u>60</u> Inches. <u>7 1/2</u>	Extreme Breadth	Feet. <u>18</u> Inches. <u>0</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>4 1/2</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each	Inches. <u>18</u>	Inches. Middle <u>10</u> Inches. Ends <u>10</u>	<b>Outside.</b>	<b>Inside.</b>
Floors	sided	<u>8 1/2</u>	Moulded	Keel to Bilge	Foot Waling
1 <sup>st</sup> Foothooks	"	"	"	Bilge Planks	Bilge Planks
2 <sup>nd</sup> Ditto	"	"	"	Bilge to Wales	Ceiling in Flat
3 <sup>rd</sup> Ditto	"	"	"	Wales	Ditto Bilge to Clamp
Top Timbers	"	<u>6 1/2</u>	<u>6</u>	Topsides	Hold Beam Clamps
Deck Beams	N <sup>o</sup> . of <u>16</u>	<u>8 1/2</u>	<u>7 1/2</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams	N <sup>o</sup> . of	"	"	Plank Sheers	Ceiling 'twixt Decks
Keel	"	"	"	Water-Ways	Hold Beam Shelves
Kelson	"	<u>14</u>	<u>18</u>	Upper Deck	Deck Beam Ditto
<u>Keel beam 3" by 12"</u>					
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>		
Heel-Knee, and Dead Wood abaft	Inches.	<b>Copper.</b>		<b>Iron.</b>	
Scarp of Keel	N <sup>o</sup> .	Bolts thro' the Bilge and Foot Waling		Hold Beam	
Floor Timber Bolts		Butt End Bolts		Deck Beam	
Kelson ditto		Lower Pintle of the Rudder			
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One Inch & 1/2 The Space between the Top-timbers is 3 Inches. Roanoke The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of ditto Timber.

The other Foothooks and Top Timbers of ditto as far as can be seen

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 alternate Frames are A bolted together. 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 Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than                      feet                      inches. no scarph; Kelson in one piece

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of                     

From the first Foothook Heads to the Light Water Mark of                     

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of ditto

The Topsides of English Oak

The Sheer-strakes and Plank-sheers of ditto

The Water-ways of ditto

The Decks of Red Pine

State of good

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 Three Strakes between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak

Between Decks of English Oak

Shelf Pieces of                     

Clamps of ditto

**Fastenings.**—To Hold Beams

Deck Beams a Lorry & Lorry piece to each beam

Number of Breasthooks None Pointers None

Crutches None

Butts End Bolts are of Copper in the Bottom, and                      Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name                     

Surveyor's Name John Robinson



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> .	
2	Fore Sails,	150	Chain .....	3/4	2	Bower, 5-2-7 & 5-1-0
2	Fore Top Sails,	70	Hempen Stream Cable .....	5 1/2	1	Stream, 3-2-0
One	Fore <del>Topmast</del> Stay Sails,	60	Hawser .....	4 1/2	2	Kedge, 1-2-0 - 1-0-0
Two	Main Sails,	50	Towlines .....	3 1/2		
One	<del>Main</del> Top Sails,		Warp .....			
Four	and all the mizzen Sails and		All of <u>good</u> quality.			

Her Standing and Running Rigging is all good sufficient in size and good in quality.

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan new and Rudder good

**General Remarks—Statement and Date of Repairs.**

This vessel appears to be a very firm strong Built little  
vessel, She is thoroughly copper fastened under the Bends as well  
as can be seen, every ultimate frame appears to be bolted together  
and I believe her to be all of best Oak except decks & plating  
of Bottom plank outside, and think she would be classed as  
huller was before, if Built now.

Be pleased to send me a certificate of Classification  
as soon as convenient.

If Sheathed, Doubled, Felted, or Coppered Coppered When last done in 1836

I am of opinion this Vessel should be Classed A. 1. for Ten Years from her first Build

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, John Bohman  
Special .....£ : :

Committee's Minute 7<sup>th</sup> July 1840

Character assigned A 1 for 10 Years

*[Signature]*

