

Rec 12/9/51

No. 4563 Survey held at Sunderland

Date September 5th 1851

on the Barque "Rubicon"

Master Southwest Bay

Tonnage Old 507 Built at Sunderland

When built 1851

By whom built L. Gales

Owners G. Thompson

Port belonging to Sunderland Destined Voyage Bartholomae

If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft 132 8 Extreme Breadth 28 9 Depth of Hold 20 2

Room and Space	Scantlings of Timber.			Thickness of Plank.	
	Inches.	Inches.	Inches.	Outside.	Inside.
Floors.....sided	15	13 1/2	11	Keel to Bilge	Limber Strakes
1 st Foothooks.....	11	10		Bilge Planks	Bilge Planks
2 nd Ditto.....	10	9		Bilge to Wales	Ceiling in Flat
3 rd Ditto.....	9 1/2	8 1/2		Wales	Ditto Bilge to Clamp
Top Timbers.....	9	5 3/4		Short Hoods	Hold Beam Clamps
Deck Beams N ^o 17 Average Space } <u>4 1/4</u>	11	10 1/2		Topsides	Deck Beam Ditto
Hold Beams N ^o 20 Average Space } <u>4 1/6</u>	13	13		Sheer Strakes	Ceiling 'twixt Decks
Keel.....	13 1/2	13		Plank Sheers	Hold Beam <u>Spiketting</u>
Keelsons.....	16	29		Water-Ways	Deck Beam Ditto
Scarphs of Ditto.....	6 feet			Upper Deck	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/4		Transoms and throats of Hooks	1 1/8	Lower Pintle of the Rudder
Scarphs of Keel.....N ^o 8	1		Arms of Hooks	1	Hold Beam
Floor Timber Bolts	1 1/8		Bolts thro' Bilge & Limber Strakes	7/8	Deck Beam
Kelson ditto	1 1/8		Butt End Bolts	3/4	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2:4 Inches. The Space between the Top-timbers is 4:6 Inches. The Stem, Stern Post, consist of Eng oak & 1/2" bent the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng oak and are uppy free from all defects.

The Floors consist of Do^r & Eng oak The First Foothooks of Eng & Do^r oak Timber. The Second Foothooks of Eng oak The Third Foothooks of Eng oak The Top Timbers of Eng oak

The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

The Frame is fairly squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is judgy fairly squ^d

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/4 1/3 of the entire moulding at that place. The Frame is crop chocked with no Butt at each end of the chock.

The Main Keelson is Seake and free from all defects. The False Keelson is Seake

The Deck Beams consist of Hettin oak The Hold Beams of Hettin oak The Knees of Eng oak & Do^r

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Ames Elm

From the above named Height to the Light Water Mark Sauriy & Hettin oak

From the Light Water Mark to the Wales Sauriy & Hettin oak

The Wales and Black-strakes are Sauriy oak & Seake The Topsides Sauriy & Hettin oak

The Sheer-strakes Seake & Sauriy oak and Plank-sheers Seake & Hettin oak The Water-ways Baltic Fir

The Decks 1/2 Pine State of _____

The Shifts of the Planking are not less than 5 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 Free between

Planking Inside.—The Limber-strakes are Sauriy oak the Bilge Planks Sauriy & Hettin oak

The Ceiling, Lower Hold, Sauriy & Hettin oak Between Decks Sauriy oak

Shelf Pieces _____ Clamps Sauriy oak

Fastenings.—To Hold Beams Iron Lodging knees & Spiketting Bolted through the Wales & 4 pair of Iron Hanging knees also 4 pair of Iron Riders

Deck Beams Iron Lodging knees & pair of Staple Standards and 14 pair of Iron Hanging knees

Number of Breasthooks Six & Hettin Pointers one pair Two Iron Crutches Three Iron knees

Butts End Bolts are of 1/2 Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng oak How Made Engines turned

General Quality of Workmanship good

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

Builder's Signature L. Gales

Surveyor's Signature Thos. B. Sney

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
2	Fore Sails,	270	1 1/2	3	22.3.24
2	Fore Top Sails,	75	8 1/2		24.0.0
2	Fore Topmast Stay Sails,	70	1	1	19.3.4
1	Main Sails,	75	6 1/2		
2	Main Top Sails,	75	5 1/2	1	6.1.24
	and <u>others as usual</u>	All of <u>good</u> quality.			3.1.1

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

She has one Long Boat and two other boats

The present state of the Windlass is good Capstan and Winch Rudder good Pumps two Metal
patent

General Remarks—Statement and Date of Repairs.

This vessel was regularly surveyed during building

Sheathed, Doubled, Felted, or Coppered with 1/2 Metal to 2 hoops When last done _____

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

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

Order No 138 Special£ 25 : 7 : ..

Certificate (if required)£ .. : 10 : ..

Committee's Minute 12th Sept 1851

Character assigned [Signature]

Thos. G. Simcy
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