

No. 4563 Survey held at Sunderland Date September 5th 1851
on the Barque "Rubicon" Master Cuthbert Bawx
Tonnage Old 507 Built at Sunderland When built 1857
By whom built L. Gales Owners G. Thompson
Port belonging to Sunderland Destined Voyage Barthagona
If Surveyed while Building, Afloat, or in Dry Dock during Building

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

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

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	<u>1 1/4</u>		Transoms and throats of Hooks	<u>1 1/8</u>		Lower Pintle of the Rudder	<u>3 1/2</u>	
Scarphs of Keel.....N ^o <u>8</u>	<u>1</u>		Arms of Hooks	<u>1</u>		Hold Beam	<u>1 1/8</u>	
Floor Timber Bolts	<u>1 1/8</u>		Bolts thro' Bilge & Limber Strakes	<u>1 1/8</u>		Deck Beam	<u>1 1/8</u>	
Kelson ditto	<u>1 1/8</u>		Butt End Bolts	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 4 1/6 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 uppt free from all defects. The Floors consist of Do^l & Eng oak The First Foothooks of Eng & Do^l 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 choaked 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^l

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Amer Elm From the above named Height to the Light Water Mark Saurig & Hettin oak From the Light Water Mark to the Wales Saurig & Hettin oak The Wales and Black-strakes are Saurig oak & Seake The Topsides Saurig & Hettin oak The Sheer-strakes Seake & Saurig oak and Plank-sheers Seake & Hettin oak The Water-ways Baltic Fir The Decks by Pine State of free The Shifts of the Planking are not less than 5 Feet 5 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 Saurig oak the Bilge Planks Saurig & Hettin oak The Ceiling, Lower Hold, Saurig & Hettin oak Between Decks Saurig oak Shelf Pieces " Clamps Saurig oak

Fastenings.—To Hold Beams iron Lodging knees & spikettings 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 by 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
SEYFANG AND CO., PRINTERS, FARRINGTON STREET, LONDON.

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,	Chain	270 1 1/2	3	22.3.24
2	Fore Top Sails,	Hempen Stream Cable	75 8 1/2		24.0.0
2	Fore Topmast Stay Sails,	Hawser	70 1	1	19.3.4
1	Main Sails,	Towlines	75 6 1/2		6.1.24
2	Main Top Sails,	Warp	75 5 1/2	1	3.1.1
and <u>others as usual</u>		All of <u>good</u> quality.			

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 Winch Rudder good Pumps Two Metal
Patent

General Remarks—Statement and Date of Repairs.

This vessel was regularly surveyed during building

~~If~~ Sheathed, ~~Doubled~~, ~~Felted~~, or ~~Coppered~~ with 1/2 Metal to 2 hanks When last done

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

The Amount of the Fee.....£ 5 : 0 : 0, is received by me,

Order No 138 Special£ 25 : 7 : 0

Certificate (if required)£ 0 : 10 : 0

Committee's Minute 12th Sept 1851

Character assigned A 1



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