

No. 585 Survey held at Sunderland Date 24 June Rec 4/7/56 1856
 on the Barque "The Bride" Master Stephen Spawart
 Tonnage Old 522 Built at Sunderland When built 1856 Launched 6 March
 By whom built W. W. Pearson Owners W. H. Douglas
 Port belonging to London Destined Voyage Ceylon
 Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	135					20		6			10		9	
Scantlings of Timber.														
TIMBER AND SPACE	39	30 1/4												
Floors	13 1/4	13 0	13 1/4	11 1/2	13 0	11 0								
1st Foothooks	11 1/2	11 0	11 1/4	-	11 0	-								
2nd Ditto	10 1/2	10 0	10 1/2	-	-	-								
3rd Ditto	9 0	9 0	-	6 1/4	-	6 0								
Top Timbers	9 1/2	9 0	-	6 1/4	-	6 0								
Deck Beams, length amidships	26	26	4	inches										
Hold Beams, length amidships	26	26	4	inches										
Keel	14 1/4	14 0	11 1/2	11 1/2	14 0	-								
Scarphs of Ditto	6 1/2	6 1/2												
Keelsons	15 1/4	15 0	14	15	15 0	-								
Scarphs of Ditto	7 1/2	7 1/2												

Thickness of Plank	INCHES.		Thickness of Plank	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	4 1/4	4	Limber Strakes	4 0	4 0
Garboard to Bilge	4 1/4	4	Bilge Planks	4 1/2	4 0
Bilge Planks	4 1/4	4	Ceiling in Flat	3	3
Bilge to Wales	4 1/4	4	Ditto Bilge to Clamp	3	3
Wales	5 0	5	Hold Beam Clamps	5 1/2	4 1/2
Topsides	4 1/2	4	Deck Beam Ditto	4 1/2	4
Sheer Strakes	4	4	Ceiling 'twixt Decks	2 1/2	2 1/2
Plank Sheers	4	4	Hold Beam <u>Spanning</u>	5	4 1/2
Water-Upper Deck	6 1/2	6 1/2	Deck Beam Ditto		
Ways-Lower Deck					
Upper Deck	8 1/2	8 1/2			

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

	Copper or Iron	Inches in Ship.	Inches required per Rule
Heel-Knee, and Deadwood	Copper	1 1/2	1 1/4
Scarphs of Keel	Iron	1	1
Keelson Bolts through Keel at each Floor	Iron	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	Iron	7/8	1
Transoms and throats of Hooks	Iron	1 1/2	1 1/2
Arms of Hooks	Iron	1	1
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	Iron	7/8	7/8
Butt End Bolts	Iron	1 1/2	1 1/2
Pintles of the Rudder	Iron	3	3
Waterway	Iron	1 1/2	1 1/2
Hold Beam Bolts in Knees	Iron	1 1/2	1 1/2
Shelf or Clamp	Iron	1	1
Waterway	Iron	7/8	7/8
Deck Beam Bolts in Knees	Iron	1 1/2	1 1/2
Shelf or Clamp	Iron	7/8	7/8
Nails or Bolts in Flat of Deck	Iron	6 1/2	-
Treenails	Iron	1 3/8	1 3/8

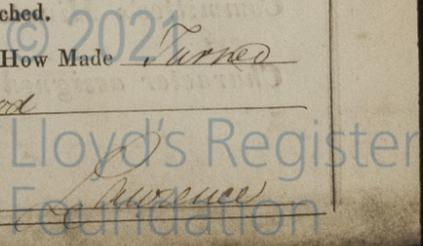
Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 2 1/2 Inches.
 The Floors consist of Eng^h oak The First Foothooks of Eng^h oak Timber.
 The Second Foothooks of Eng^h oak The Third Foothooks and Top Timbers of Eng^h oak
 The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are sufficient
 The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared
 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 1/16 of the entire moulding at that place.
 The Frame is well chocked with 1 Butt at each end of the chock. The Main piece of Rudder is Eng^h oak
 The Main Keelson is Green Heart and free from all defects. The Main piece of Windlass is Eng^h oak
 The Stem, and Stern Post, consist of Eng^h oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of Eng^h oak Deadwood, of Eng^h oak and are all free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Amer^h 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 Eng^h oak & Green heart
 The Wales and Black-strakes are Eng^h oak & Teak The Topsides Teak & Eng^h oak
 The Sheer-strakes and Plank-sheers Teak & Eng^h oak The Water-ways { Upper Deck Teak & E oak
 Lower Deck _____
 The Decks Yellow Pine State of Good
 The Shifts of the Planking are not less than Two 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 Single between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are German oak
 The Ceiling, Lower Hold, and between Decks Dan^h & German oak Shelf Pieces and Clamps Dan^h & German oak
Fastenings.—To Hold Beams Iron horizontal staple knees, five pair of staple standard knees above, and ten pair of riber hanging knees.
 Deck Beams Iron staple knees, and seventeen pair of iron hanging knees.
 Number of Breasthooks Seven Pointers One pair Crutches One
 Butts End Bolts are of Iron 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^h oak How Made Turned
 Thickstuff over Double Floors _____ bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given
 Builder's Signature W. W. Pearson Surveyor's Signature Thomas Purcell

51932-0436



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,	245	1 1/2	8	23.0.10
2	Fore Top Sails,	80	8 3/4		22.1.0
2	Fore Topmast Stay Sails,	60	1	1	21.2.20
2	Main Sails,	80	6		5.0.10
2	Main Top Sails,	80	5		
	and <u>others as usual</u>	80	4 1/4	1	1.3.0
		All of <u>good</u> quality.			

Her Standing and Running Rigging are sufficient in size and good in quality.

She has 1 Long Boat and two others

The present state of the Windlass is new Capstan new Rudder and Pumps efficient

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

DATES of Surveys held while building, as per Section 35.

 1st. When the Frame is completed 10th August 1855.

 2nd. When the Beams are put in, &c. 21st Nov^r

 3rd. { When completed, and before the plank be painted or payed } 27th Feb^r 1856

Present condition of Caulking of Bottom, good Deck, good and Waterways firm & good

If Sheathed, Doubled, Felted, or Coppered By Metal to Plates When last done _____

I am of opinion this Vessel should be Classed M C A 1

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

Order No. 486 Special£ 26: 2 : "
 Certificate£ - : - : - .

Committee's Minute 8th July 1856

Character assigned 12th Jan 1856

John Lawrence
Surveyor



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