

No. 1201 Survey held at Shoreham Date June 1864
on the Barque "Bubbling" Master John H. B. B. B.
Tonnage Old Built at Shoreham When built 1864
By whom built J. H. B. B. B. Owners R. H. B. B. B.
Port belonging to Shoreham Destined Voyage Mediterranean
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Port	Inches	Extreme Breadth Outside	Depth of Hold	Thickness of Plank
119	119	22	22	12	12
Scantlings of Timber.					
TIMBER AND SPACE	23	23	23	23	23
Floors	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
1st Foothooks	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
2nd Ditto	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
3rd Ditto	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Top Timbers	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Deck } No 25 Average Space } 4 Feet	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Beams	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Deck Beams, length amidships	25 Feet	25 Feet	25 Feet	25 Feet	25 Feet
Hold } No 10 Average Space } 8 Feet	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Beams	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Hold Beams, length amidships	25 Feet	25 Feet	25 Feet	25 Feet	25 Feet
Keel	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Scarp of Ditto	5 Feet	5 Feet	5 Feet	5 Feet	5 Feet
Keelsons	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Scarp of Ditto	5 Feet	5 Feet	5 Feet	5 Feet	5 Feet

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 1/2 of breadth. B. When less than prescribed by the

The rest of the Shifts of the Frame are Sufficient

The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from the frame is fairly squared

The alternate Frames are bolted together to the Gunwale. N. B. If

The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place

The Frame is cross chocked with Park Butt at each end of the chock. The Main piece of Rudder is

The Main Keelson is free from all defects. The Main piece of Windlass is

The Stem, and Stern Post consist of English Oak The Transoms, Aprons, Knight

Hawse Timbers of English Oak Deadwood, of English Oak and are free from all

The Deck and Hold Beams consist of German Oak The Breasthooks of English Oak The Knees of English Oak

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

From the above named Height to the Light Water Mark Red Pine

From the Light Water Mark to the Wales Red Pine

The Wales and Black-strakes are English Oak & Stettin Oak The Topsides English & Stettin Oak

The Sheer-strakes and Plank-sheers English & Stettin Oak The Water-ways Upper Deck

The Decks Yellow Pine Lower Deck

The Shifts of the Planking are not less than 5 Feet Inches. State of

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought between, and without step-buttocks

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak

The Ceiling, Lower Hold, and between Decks Red Pine

Fastenings.—To Hold Beams Iron Rods

Deck Beams Iron Rods

Number of Breasthooks Three Bolsters Crutches

Butts End Bolts are of Iron in the Bottom, and two Bolts in each Butt End through and clenched

Bilge and Limber Strakes are bolted through and clenched. Treenails of

Thiekstuff over Double Floors are bolted through and clenched. General Quality of Workmanship

We certify that the above is a correct description of the several particulars therein given

Builder's Signature John H. B. B. B. Surveyor's Signature



© 2021

Lloyd's Register Foundation

S00894-0364

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.

Fore Sails.

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and others as usual

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of good quality.

Fathoms.

Inches.

210

40

40

40

40

40

1 1/4

9

13 1/2

4

5

4

Tested

Bower,

Stream,

Kedge,

N^o.

Weight.

3

3

1

2

2

16-2-0

16-1-0

13-1-4

5-0-5

2-2-10

15-2-14

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

She has One Long Boat and two others

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

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

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the }
plank be painted or payed }

February 13th 1864

March 23rd "

May "

Built under Special Survey

Present condition of Caulking of Bottom,

If Sheathed, Doubled, Felted, or Coppered

I am of opinion this Vessel should be Classed

The Amount of Fee.....£ 3 : 0 : 0 is received by me,

Stamp£ 12 : 19 : 0

Certificate£ 0 : 0 : 0

Date 18th 64

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature



© 2021

Lloyd's Register Foundation