

No. 2208 Survey held at Sunderland Date July 1842
on the Barque "Sabina" Master James H. Hecock
Tonnage 290 Built at Sunderland When built 1842
By whom built Henry Robinson Owners L. Stafford & Co. W. Hecock
Port belonging to Sunderland Destined Voyage London
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	87 1/2	Feet.	10	Inches.	0	Extreme Breadth	24	Feet.	6	Inches.	0	Depth of Hold	16	Feet.	6	Inches.	0
Scantlings of Timber.						Thickness of Plank.											
Timber and Space..... each	12																
Floors.....sided	10	Moulded	11	10													
1 st Foothooks.....	10	"	9 1/4														
2 nd Ditto.....	9	"	8 1/2														
3 rd Ditto.....	8	"	7 1/2														
Top Timbers.....	7.8	"	5														
Deck BeamsN ^o . of 15 7 3/4	9	"	9	5													
Hold BeamsN ^o . of 14 4 3/4	11	"	11	8													
Keel.....	10	"	9														
Kelsons.....	11 1/2	"	22														
						Outside.											

Copper.		Size of Bolts in Fastenings.		Iron:	
Heel-Knee, and Dead Wood abaft.....	1 1/2				
Scarphs of Keel.....N ^o . 8	3/4	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	7/8
Floor Timber Bolts.....	7/8	Butt End Bolts.....	3/4	Deck Beam.....	3/4
Kelson ditto.....	1 1/2	Lower Pintle of the Rudder.....	3/4	same in Iron above the Copper.....	
Transoms and throats of Hooks.....	1 1/2				
Arms of Hooks.....	1 1/2				

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 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are fully free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/8 to 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are generally good. The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is gently fairly square. The alternate Frames are all bolted together. to Wales. N. B. If not, state how bolted. The Butts of the Timbers are gently close together; their thickness not less than 1/6 to 1/4 of the entire moulding at that place. The Frame is no choaked with no Butt at each end of the choek. The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of English and Stettin Oak mostly Stettin.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Elm. From the first Foothook Heads to the Light Water Mark of Foreign Oak part ends English Oak. From the Light Water Mark to the Wales of Meruel & Amer. Oak. The Wales and Black-strakes are of Meruel Oak. The Topsides of Pitchpine. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pitchpine. The Decks of Yellow Pine. State of no. The Shifts of the Planking are not less than gently 5 Feet no 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 between Amer. Oak the Bilge Planks of Amer. Oak.

Planking Inside.—The Limber-strakes are composed of Amer. Oak. Between Decks of Pine & Foreign Oak round Bow. The Ceiling, Lower Hold, of Amer. Oak. Clamps of Amer. Oak. Shelf Pieces of Amer. Oak. **Fastenings.**—To Hold Beams Iron Staple round the Timber, a Stinger on top, and 8 span Ironlines each side. Deck Beams One Wood knee, and an Iron Lug hanging twice. Number of Breasthooks Five. Pointers one pair. One Iron Crutches and 3 Sparrow-holes each side. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship good.

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

Builder's Name

Surveyor's Name

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 .	
2	Fore Sails,	200	Chain	1 1/4	3	Bower, 13 - 12 1/2 - 12
1	Fore Top Sails,	75	Hempen Stream Cable	8 1/4	1	Stream, 4 1/2
2	Fore Topmast Stay Sails,	60	Hawser	13/16	1	Kedge, 1 3/4
1	Main Sails,	80	Towlines	5 3/4		
2	Main Top Sails,	80	Warp	4 3/4		
and <u>suff^{ic} in other sails</u>			All of <u>good</u> quality.			

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

She has One Long Boat and Skiff

The present state of the Windlass is suff^{ic} Capstan which suff^{ic} and Rudder Trace suff^{ic}

with Patent purchase

General Remarks—Statement and Date of Repairs.

Frame is all by Oak of fair scantling and generally good quality
fairly brought - stepped and shifted and generally well squared throughout except
a few of the floor and September run way - but on the whole the frame is fairly
and sufficiently squared for the class recommended - Beams of large scantling good quality

The quality of plank appear reasonably good, generally well brought and shifted
and free from warp - Transoms of Oak (Engine Turned) -

Upper and lower deck Beams - Mizen - Posts &c all securely fastened

Commenced building in Oct^r. 1841 Launched March, 1842 was surveyed at
the following dates 7. 21. 11. 24. 25th times specially.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

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

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

Special£ 2 : : -

Committee's Minute 29th July 1842

Character assigned A 1 per O. G. H.



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