

929

Recd 28/9/47

No. 3335 Survey held at Sunderland Date September 3 1847
 on the Barque "Sabuan" Master J. Thomas
 Tonnage 456 Built at Sunderland When built 1847
 By whom built Sykes & Co Owners W. Scap
 Port belonging to London Destined Voyage Calcutta
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. <u>122</u> Inches.	Extreme Breadth	Feet. <u>28</u> Inches. <u>4</u>	Depth of Hold	Feet. <u>19</u> Inches. <u>6</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each <u>13</u>	Inches. Moulded	<u>12 1/2</u> <u>10 1/2</u>	Outside.	Inside.
Floors	sided <u>12</u>	" "	<u>9 1/2</u>	Keel to Bilge	Foot Waling
1st Foothooks	" <u>10 1/2</u>	" "	<u>9</u>	Bilge Planks	Bilge Planks
2nd Ditto	" <u>10</u>	" "	<u>8 1/4</u>	Bilge to Wales	Ceiling in Flat
3rd Ditto	" <u>9 1/2</u>	" "	<u>5 1/2</u>	Wales	Ditto Bilge to Clamp
Top Timbers	" <u>8 3/4</u>	" "	<u>10 6 1/2</u>	Topsides	Hold Beam Clamps
Deck Beams N ^o <u>24</u>	Average Space } <u>4 to 4 1/2 ft</u>	" "	<u>14</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N ^o <u>19</u>	Average Space } <u>4 1/2</u>	" "	<u>13</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	" <u>13</u>	" "	<u>25 1/2</u>	Water-Ways	Hold Beam Shelves
Kelsons	" <u>14</u>	" "		Upper Deck	Deck Beam Ditto

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>3/8" No 8</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4"</u>	Hold Beams	<u>1 1/2"</u>
Scarphs of Keel	<u>1 1/8"</u>	Butt End Bolts	<u>3/4"</u>	Deck Beam	<u>1 7/8"</u>
Floor Timber Bolts	<u>1 1/8"</u>	Lower Pintle of the Rudder	<u>3/2"</u>		
Kelson ditto	<u>1 1/8"</u>				
Transoms and throats of Hooks	<u>1 1/8"</u>				
Arms of Hooks	<u>1"</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 2 to 4 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are free free from all defects. The Floors and first Foothooks are composed of Eng Oak Timber. The other Foothooks and Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good and sufficient. The Frame is very well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is very well squared. The alternate Frames are all bolted together. to top light N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is cup chocked with a Butt at each end of the chock. The Main Kelson is composed of Eng Oak & Mahogany and the False Kelson of Teake. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of Eng Oak and Mahogany.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Green Pine. From the first Foothook Heads to the Light Water Mark of Hutton & Pawing Oak. From the Light Water Mark to the Wales of Eng Oak, Teake & Mahogany. The Wales and Black-strakes are of Eng Oak. The Topsides of Eng Oak & Mahogany. The Sheer-strakes and Plank-sheers of Teake. The Water-ways of Teake. The Decks of Yellow 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 Three between

Planking Inside.—The Limber-strakes are composed of Mahogany the Bilge Planks of Mahogany. The Ceiling, Lower Hold, of Mahogany Between Decks of Mahogany. Shelf Pieces of Teake Clamps of Eng Oak, Teake & Mahogany.

Fastenings.—To Hold Beams Iron Lashing Nails, Shelf on top dowell'd, and ten pair of Iron Spacing Nails. Deck Beams Iron Spacing Nails, fifteen pair of Iron Spacing Nails and seven pair of Staple Standards. Number of Breasthooks Six & ten on Pointers one pair. Two Iron Crutches Three Iron Nails on each side. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is well bolted through and clenched. General Quality of Workmanship very good.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature Sykes and Company Surveyor's Signature Thos. B. Mearns

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,	240	Chain	1 7/16	3	Bower, 22.0.0. 21.2.0. 21.0.0
2	Fore Top Sails,	80	Hempen Stream Cable	8 3/4	1	Stream, 5.0.0
2	Fore Topmast Stay Sails,	70	Hawser	7/8	1	Kedge, 2.0.0
1	Main Sails,	90	Towlines	6		
2	Main Top Sails,	80	Warp	5 3/4		
	and well found with others	80	All of <u>good</u> quality.	3 3/4		

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 and Rudder & Bees good & sufficient
patent purchase

General Remarks—Statement and Date of Repairs.

Was regularly surveyed during the Building and notes taken at the following periods: Ms. $\frac{22}{1}$ $\frac{24}{2}$ $\frac{6}{3}$ $\frac{15}{3}$ $\frac{8}{4}$ $\frac{16}{4}$ $\frac{28}{5}$ $\frac{15}{6}$ $\frac{6}{7}$ $\frac{11}{8}$ $\frac{16}{8}$ $\frac{24}{8}$ $\frac{22}{9}$

with of metal to reach the top of the Masts
 If Sheathed, ~~Doubled, Felted, or Copped~~ When last done

I am of opinion this Vessel should be Classed 12. A. 1.

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

Special£ 20 : 0 : 0

Certificate (if required)£ 0 : 0 : 0

Committee's Minute 28th Sept 1847

Character assigned 12. 1. 1

Handwritten signature: Jos. B. Smey



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