

No. 560 Survey held at Sunderland Date 16/6/48 1848
 on the S. Sabella Smith Master Faber
 Tonnage 193 Built at Sunderland When built 1848
 By whom built W. L. Pile Owners Miller & Co
 Port belonging to Aberdeen Destined Voyage Baltic
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. <u>89</u> Inches.	Extreme Breadth	Feet. <u>23</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>14</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>12</u>	Inches Middle	Inches Ends	Outside.	Inside.
Floors	sided <u>6 1/2</u>	Moulded <u>10</u>	<u>8 1/2</u>	Keel to Bilge	Limber Strakes
1st Foothooks	<u>8 1/2</u>	<u>7 1/4</u>	<u>7 1/4</u>	Bilge Planks	Bilge Planks
2nd Ditto	<u>8</u>	<u>7 1/4</u>	<u>7 1/4</u>	Bilge to Wales	Ceiling in Flat
3rd Ditto	<u>7 1/2</u>	<u>6 1/4</u>	<u>6 1/4</u>	Wales	Ditto Bilge to Clamp
Top Timbers	<u>7</u>	<u>4 1/2</u>	<u>4 1/2</u>	Topsides	Hold Beam Clamps
Deck Beams N° <u>20</u>	Average Space } <u>4 1/2</u>	<u>7 1/2</u>	<u>5</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N° <u>11</u>	Average Space } <u>4 1/2</u>	<u>7 1/2</u>	<u>8</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	<u>10</u>	<u>12</u>	<u>12</u>	Water-Ways	Hold Beam Shelves
Kelsons	<u>10</u>	<u>22</u>	<u>22</u>	Upper Deck	Deck Beam Ditto

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>	Bolts thro' the Bilge and Limber Strakes	<u>5/8</u>	Hold Beam	<u>3/4</u>
Scarpns of Keel	<u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>2 3/4</u>		
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>3/8</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 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 and Afric Oak and are thoroughly free from all defects. The Floors and first Foothooks are composed of English and Foreign Oak Timber. The other Foothooks and Top Timbers of English and Foreign Oak. The Shifts of the first and second Foothooks are not less than 1/8 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair. The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly square. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/5 of the entire moulding at that place. The Frame is loose chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer Oak and the False Kelson of Amer Oak. The Scarpns of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of English Oak Red Beams; Hold Beams Stearn Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer Oak. From the first Foothook Heads to the Light Water Mark of Amer Oak and Doug Oak. From the Light Water Mark to the Wales of Doug and Stearn Oak. The Wales and Black-strakes are of Doug and Stearn Oak. The Topsides of Stearn Oak. The Sheer-strakes and Plank-sheers of Stearn and Doug Oak. The Water-ways of Red pine. The Decks of Yew pine State of good. The Shifts of the Planking are not less than 4 Feet 1 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 and 3 Jelly 3 Strakes between the Bilge Planks of Foreign Oak.

Planking Inside.—The Limber-strakes are composed of Amer Oak. The Ceiling, Lower Hold, of Baltic Pine and Eng Oak Between Decks of Red pine. Shelf Pieces of Amer Oak Clamps of Amer Oak.

Fastenings.—To Hold Beams Iron Binder round the Timber; and 5 Iron Nails each side. Deck Beams the Wood Lacing Keel and an Iron Lacing Nail. 4 of which are secured as Standard and are connected with the Hold Beams. Number of Breasthooks Four Pointers the pair the Crutches 2 Iron Nails. Butts End Bolts are of Iron in the Bottom, and the Bolt in each Butt End through and clenched. Bilge and Limber Strakes is bolted through and clenched. Treenails of English Oak. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature _____

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,	180	Chain	1 1/2	3 Bower, 10. 9. 9
1	Fore Top Sails,	75	Hempen Stream Cable	7 1/2	1 Stream, 4
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1 Kedge, 1 1/2
1	Main Sails,	80	Towlines	5	
2	Main Top Sails,	80	Warp	4	
and <u>as usual on the Outside</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging As usual sufficient in size and good in quality.

She has One Long Boat and Stiff

The present state of the Windlass is Sound Capstan Which and Rudder Sufficient with purchase

General Remarks—Statement and Date of Repairs.

Was regularly surveyed during the Building by Nuts

Certificate

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

I am of opinion this Vessel should be Classed 7 A

The Amount of the Fee.....£ 2 : : is received by me,

Special£ : :

Certificate (if required)£ : 5 :

John Brown 1844
A Certificate required

Committee's Minute 20th June 1844

Character assigned A 1
John Brown



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