

No. 593 Survey held at Sadston Date 31st of March 1848
 on the New Schooner 'Opes Sophia' Master William Inklin
 Tonnage 53²²³⁰₃₅₀₀ Built at Sadston When built 1848 Third Month
 By whom built Messrs. R & J Tidwen Owners Captain V.C.
 Port belonging to Sadston Destined Voyage Cardiff
 If Surveyed Afloat or in Dry Dock Several times during building

Length aloft	Feet. <u>55</u> ^{Inches. <u>9</u>}	Extreme Breadth	Feet. <u>16</u> ^{Inches. <u>1</u>}	Depth of Hold	Feet. <u>8</u> ^{Inches. <u>7</u>}	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>18</u>	Inches. Middle <u>9</u> Ends <u>9</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>8 1/2</u>	Moulded <u>9</u>	Keel to Bilge	<u>2 1/4</u>	Foot Waling	<u>3</u>
1 st Foothooks	<u>6 3/4</u>	" <u>7 1/2</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>3</u>
2 nd Ditto	<u>6</u>	" <u>6 1/2</u>	Bilge to Wales	<u>2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	<u>6</u>	" <u>5</u>	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	<u>6</u>	" <u>5</u>	Topsides	<u>2</u>	Hold Beam Clamps	<u>3</u>
Deck Beams N ^o <u>14</u>	Average Space <u>none</u>	<u>8 1/4</u>	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto	<u>2</u>
Hold Beams N ^o	Average Space <u>none</u>	<u>8 1/2</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	<u>8 1/2</u>	" <u>9</u>	Water-Ways	<u>2</u>	Hold Beam Shelves	<u>2</u>
Kelsons	<u>10</u>	" <u>11 1/2</u>	Upper Deck	<u>2</u>	Deck Beam Ditto	<u>2</u>

Size of Bolts in Fastenings, distinguishing whether			Iron.		
Copper or Iron.	Inches. <u>1</u>	Copper or Iron.	Inches. <u>5/8</u>	Iron.	Inches. <u>3/4</u>
Heel-Knee, and Dead Wood abaft	<u>Iron</u>	Bolts thro' the Bilge and Foot Waling	<u>5/8</u>	Hold Beam	<u>none</u>
Scarphs of Keel	<u>4 in.</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/4</u>		
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>7/8</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 five Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are very free from all defects.
 The Floors and first Foothooks are composed of English Oak Timber.
 The other Foothooks and Top Timbers of English Oak very free from all defects
 The Shifts of the first and second Foothooks are not less than three inches N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are four feet
 The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is in the same good state
 The alternate Frames are well bolted together. Every one timber N. B. If not, state how bolted.
 The Butts of the Timbers are close together; their thickness not less than 1 1/4 inch of the entire moulding at that place.
 The Frame is well choiced with each Butt at each end of the choick.
 The Main Kelson is composed of English Oak and the False Kelson of English Oak
 The Scarphs of the Kelsons are not less than 14 feet inches.
 The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Elm
 From the first Foothook Heads to the Light Water Mark of English Oak
 From the Light Water Mark to the Wales of English Oak
 The Wales and Black-strakes are of English Oak The Topsides of English Oak
 The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak
 The Decks of Yellow pine State of very good
 The Shifts of the Planking are not less than five Feet two 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 with three between

Planking Inside.—The Limber-strakes are composed of three inch English Oak the Bilge Planks of English Oak
 The Ceiling, Lower Hold, of English Oak Between Decks of English Oak
 Shelf Pieces of none Clamps of English Oak

Fastenings.—To Hold Beams None

Deck Beams throughout double knee'd well bolted

Number of Breasthooks three below & one above deck Pointers none Crutches none

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

Bilge and Footwaling Iron and bolted through and clenched.

General Quality of Workmanship Completed throughout in very good condition

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

Builder's Signature Richard M. Tidwen

Surveyor's Signature Wm. B. Road

Her Masts, Yards, &c. are in _____ 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, <i>new</i>	75	Chain	15/16	2	Bower,	} all new.
1	Fore Top Sails, <i>do</i>	75	<i>do</i>	13/16	1	Stream,	
1	Fore Topmast Stay Sails, <i>do</i>	80	Hempen Stream Cable	7	2	Kedge,	
1	Main Sails, <i>do</i>	80	Hawser	5			
1	Main Top Sails, <i>off do</i>	65	Towlines	3 1/2			
	and <i>well furnished with do</i>		Warp	3			
	<i>light sails</i>		All of <i>good</i> quality.				

Her Standing and Running Rigging *all new* sufficient in size and *very good* in quality.

She has *one* ~~Long~~ Boat ~~and~~ *new*

The present state of the Windlass is *new* ~~Capstan~~ and Rudder *new* ~~well secured~~

General Remarks—Statement and Date of Repairs.

This vessel was contracted for by the present owners to stand twelve years on the first class. Inspected her very often during building everything constituting a twelve years vessel has been done, she is well secured throughout, her timber stakes are double bolted with 18 iron into the floors—her beams are all double knarr'd well bolted from forward aft. her breast hooks, transoms & deck timbers are well fastened. Her masts, yards, sails & rigging are all of very excellent quality as are also her anchors and chains for the latter I enclose a copy of their proof.

She is well supplied with every kind of material.

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

I am of opinion this Vessel should be Classed *At twelve years* *Wm Broad*

of The Amount of the Fee.....£ 1- : - : - is received by me, *Wm Broad*

Special£ : :

Certificate (if required)£ : :

Committee's Minute *7th April* 1848

Character assigned *12 1/2* *at*

Please send a few Copies for first Series
1st Entry forms were sent on the 31st March 1848



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Lloyd's Register
Foundation

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