

No. 380 Port of London Date 25th July 18th 34 August 380
Survey of the Ship Childs Harold Master J. E. Lancaster
Tonnage 463 Owners Ransom & Holdsworth Port belonging to London
By whom built Jabez Bayley Where built Spurwink When built 1825
Destined Voyage Calcutta

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....				Depth of Hold			
Rake of Stem				Lower Hold			
D° of Stern Post.....				Between Decks			
Extreme Breadth							

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each	<u>12 1/4</u>	<u>4 1/2</u>	
Floors in the middle		<u>12 1/4</u>	<u>4 1/2</u>
— at the ends			
1 st Foothooks			
2 nd Foothooks			
3 rd Foothooks			
Top Timbers			
Deck Beams.....Middle.....		<u>9 1/2</u>	<u>9 1/2</u>
— at the Ends..			
— Knees			
Hold Beams.....Middle.....		<u>13</u>	<u>12</u>
— at the Ends..			
— Knees			
Main Kelson			
Scarpis of KelsonLength			

Outside.		Inside.	
Inches.		Inches.	
Bilge to Wales		Ceiling below Hold Beams ...	
Short Hoods		Clamps and Bilge Planks.....	
Bilge Planks		Upper Deck Clamps and	
Bilge to Keel		Spirketting	
Wales			
Topsides			
Shear Strake			
Plank Shears.....		'Twixt Deck Ceiling.....	

Decks.	
Inches.	
Thickness.....	Water Ways

Bolts.	
Inches.	
Heel, Knee, and Dead Wood	Butt Bolts.....
abaft	Hold Beam Bolts
Scarp of the Keel	Hooks forward at throat
Kelson Bolts	Hooks forward at arms.....
Bolts thro' the Bilge and Foot	Transoms
Waling	Lower Pintle of the Rudder ..

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name

Surveyor's Name

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit		
Foremast		
Main Mast	<u>Pine Proper</u>	
Mizen Mast	<u>Dimensions -</u>	

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron.....	<u>Two</u>	<u>250</u>
Hawser.....		<u>11</u>
Towlines		
1 st Warp		
2 nd D°		

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

Sails.

N°.		Nos.
	Fore Topmast Stay Sails.....	
	Fore Sail	
	Fore Topsails	
	Main Sails	
	Main Top Sails.....	
	And is generally well found in other sails. }	

Anchors.

Nos.	
<u>3</u>	Bower
<u>1</u>	Stream
<u>1</u>	Kedge

Boats.

Number and Description.

<u>1</u>	<u>Long</u>
<u>1</u>	<u>Cutter</u>
<u>1</u>	<u>Skiff</u>

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

Owner's Name

Nautical Surveyor's Name

Surveyor's Signature



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SURVEYOR'S REMARKS.

Timbering. is of English Oak well squared of good quality
 The Quality, and good workmanship -
 Squaring, and
 Workmanship.

Planking. is of English Oak of good quality in -
 Outside and Inside bottom & walls the upper works but middling
 Quality, Edging, is generally well wrought
 and Workmanship.

Fastenings. are of copper butt & biter bolts through & clinched
 If Sheathed, Secured forward with sufficient good strong
 Doubled, or hooks & aft with 4 iron Pindlers and iron
 Felted. crutch lower deck beams lashed on 4 inch clamps
 one wood lashing knee & one iron lashing knee - the
 upper deck beams lashed on 4 inch clamps & fastened with
Repairs. lashing iron staples and iron staple standards to -
 alternate beam & iron knee to the other

Sheathed with copper over Borradoils Feb 1834 -

General Observations This is a good built ship tho not of the
 and Opinion as very best her upperworks are not so good
 required by the as she should be for her age will want
 Instructions. new upperworks within 2 years had not worked it
 her beam ends is fit for the conveyance of dry and
 Perishable cargoes and in my opinion should be
 classed 10 A -

Continued

Surveyed in dry Dock at Plymouth

The Amount of the Fee, £ 2 : 2 : 0 is received by me. at the Office

Committee Minute 15 August 1834

Character assigned A 1 for 10 Years

Wm. C. B. K. R.

Ten Years P. Comm. 16 Aug 1834

