

603  
No. 4330 Survey held at London Date July 16th 1838  
on the Ship 'Sophia' Master McHarris  
Tonnage 537 Built at Calcutta When built 1819  
By whom built Owners McHarris & Heath  
Port belonging to London Destined Voyage Calcutta  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....	Feet. Inches.	Extreme Breadth .....	Feet. Inches.	Depth of Hold .....	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches	Inches Middle Ends	Outside.	Inches	Inside.
Floors..... sided	Moulded		Keel to Bilge .....		Foot Waling.....
1st Foothooks.....			Bilge Planks .....		Bilge Planks.....
2nd Ditto.....			Bilge to Wales .....		Ceiling in Flat .....
3rd Ditto.....			Wales .....		Ditto Bilge to Clamp .....
Top Timbers .....	10	5 1/2	Topsides .....		Hold Beam Clamps.....
Deck Beams .....	10 1/2	8 1/2	Sheer Strakes .....	3 1/2	Deck Beam Ditto.....
Hold Beams .....	10 1/2	9 1/2	Plank Sheers.....		Ceiling 'twixt Decks .....
Keel .....	13	18	Water-ways .....	4	Hold Beam Shelves .....
Kelsons .....			Upper Deck .....	3	Deck Beam ditto .....

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft .....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarpns of Keel..... N° C		Butt End Bolts .....		Deck Beam .....	
Floor Timber Bolts.....		Lower Pintle of the Rudder .....			
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks .....				same in Iron above the Copper .....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of E I Oak and are free from all defects. when seen  
Her Floors and first Foothooks are composed of E I Oak Timber.  
Her other Foothooks and Top Timbers of E I Oak  
Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.  
The rest of the Shifts of the Frame are \_\_\_\_\_  
The Frame is well squared from the first Foothook Heads upwards, and 4 free from sap, and from thence downwards, the frame is \_\_\_\_\_  
The alternate Frames are \_\_\_\_\_ bolted together.  
The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.  
The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.  
The Main Kelson is composed of E I Oak and the False Kelson of \_\_\_\_\_  
The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.  
The Deck and Hold Beams are composed of E I Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_  
From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_  
From the Light Water Mark to the Wales of \_\_\_\_\_  
The Wales and Black-strakes are of \_\_\_\_\_  
The Topsides of \_\_\_\_\_  
The Sheer-strakes of \_\_\_\_\_ Decks, and state of, \_\_\_\_\_  
The Gunwales of \_\_\_\_\_ Water-ways of \_\_\_\_\_  
The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.  
The Planking is wrought two x 3 between.

Planking Inside.—The Clamps are composed of \_\_\_\_\_ the Stringers of \_\_\_\_\_  
The Bilge Planks of \_\_\_\_\_ and the remainder of the Ceiling of E I Oak

Fastenings.—To Hold Beams Two Iron Nails  
Deck Beams One Iron Nail & Shelf  
Number of Breasthooks Six Pointers Two Crutches four  
Butts End Bolts are of Copper through and clenched in the Bottom, and Bolt in each Butt End through and clenched.  
Bilge and Footwaling Copper 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 \_\_\_\_\_  
Lloyd's Register Foundation  
LON603-0110



4330 *Lon*Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *took*

She has SAILS.			CABLES, &c.	ANCHORS.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	240	Chain .....		3	Bower, ?
2	Fore Top Sails,	140	<del>Heaven</del> <i>Coin</i> Stream Cable.....	9	1	Stream,
2	Fore Topmast Stay Sails,	140	Hawser .....	8	1	Kedge,
2	Main Sails,	-	Towlines .....			All of proper weight.
2	Main Top Sails,	-	Warp .....			
and <i>all good</i> .			All of <i>good</i> quality.			

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.She has one Long Boat and twoThe present state of the Windlass is \_\_\_\_\_ Capstan good and Rudder good**General Remarks—Statement and Date of Repairs.**

*She is in good and efficient condition having been partially Copper fastened, and fitted & double from the keel to the <sup>1836</sup>boles, doubling fastened with copper bolts is fit for the conveyance of any and perishable cargo to and from all parts of the world.*

If Sheathed, Doubled, or Felted, double felled &oppered  
and Date when last done 1836-12-31 \*And Lane of opinion this Vessel should be Classed FirstThe Amount of the Fee.....£ 3 : 3 : 0 is received by me, John P. MontagueCommittee Minute 24 July 1836Character assigned As 1st Antwerp

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