

No. 408 Survey held at London Date May 11 1835 1408  
 on the Brig Effort Master Orford  
 Tonnage 100 Built at Yarmouth When built Jan<sup>o</sup> 1830  
 By whom built Fellows & Barth Owners Seasdale & Co  
 Port belonging to Yarmouth Destined Voyage Malta  
 If Surveyed Afloat or in Dry Dock On the Ways

Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Floors	sided	11	Moulded	13	Keel to Bilge	3	Foot Waling	
1 <sup>st</sup> Foothooks	"	9 1/2	"	"	Bilge Planks	3	Bilge Planks	3
2 <sup>nd</sup> Ditto	"	"	"	"	Bilge to Wales	3	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto	"	"	"	"	Wales	5	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	7	"	6	Topsides	2 1/2	Hold Beam Clamps	3
Deck Beams	"	9	"	9	Sheer Strakes	1	Deck Beam Ditto	3 1/2
Hold Beams	"	10	"	10	Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	"	"	"	"	Water-ways	4	Hold Beam Shelves	
Kelsons	"	13	"	14	Upper Deck	3	Deck Beam ditto	

Copper.		Copper.		Iron.	
Inches		Inches		Inches	
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel	N <sup>o</sup> .	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 2 1/4 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are affairly free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of do.

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 tolerably free from sap, and from thence downwards, the frame is well squared

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 African Oak and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of English and African Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of do.

The Wales and Black-strakes are of do.

The Topsides of do.

The Sheer-strakes of do.

The Gunwales of do. Water-ways of do.

The Shifts of the Planking are not less than 5/8 & 2 inches N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. generally 2 inches

**Planking Inside.**—The Clamps are composed of English Oak the Stringers of do.

The Bilge Planks of do. and the remainder of the Ceiling of do.

**Fastenings.**—To Hold Beams 2. 5 1/2 wood hogging knees

Deck Beams 2. 5 1/2 wood hogging knees & Iron Hanging Standard battened beam

Number of Breasthooks 5 Pointers Transoms Crutches \_\_\_\_\_

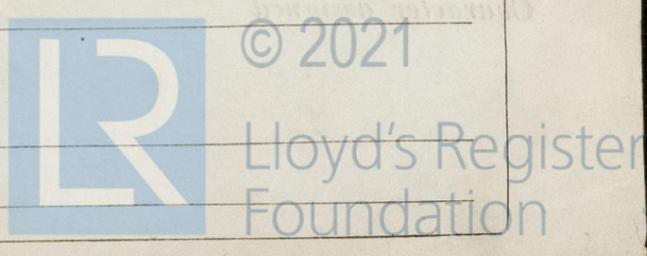
Butts End Bolts are of copied in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling aid 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 George Bayley



1488 *Lon*

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
3	Fore Sails,	180	Chain .....	2	Bowes
2	Fore Top Sails,	90	Hempen Stream Cable.....	7	1 Stream,
2	Fore Topmast Stay Sails,	90	Hawser .....	2	2 Kedge,
2	Main Sails,	90	Towlines .....	4 3/4	All of proper weight.
3	Main Top Sails,	100	Warp .....	4 1/2	
and <i>well found in the sails</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging is good sufficient in size and good in quality. *Overhauled Aug 1834*

She has One Long Boat and 1 Jolly Boat

The present state of the Windlass is good Capstan good and Rudder good  
*2 Riding Cocks* *2 Handred Pumps*

**General Remarks—Statement and Date of Repairs.**

*Caulked at the present time from the keel upwards—  
all the Leechails tried and several shifted—New 14 inch  
False keel—*

*The general appearance is very favorable, there  
is a slight movement at the ends of the two midship  
Hold Beams—Remarkably firm on Deck and at  
the Bulk. The Decks are fairly framed—The Ceiling  
is in good condition—*

If Sheathed, Doubled, or Felted, Coppered  
and Date when last done June 1835

And Saw of opinion this Vessel should be Classed 11A George Bayley

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, *[Signature]*

Committee Minute 16 June 1835

Character assigned A 1 for 11 years  
*[Signature]*

*Committee Minute  
2 July 1835  
to be raised A 1 for 11 years  
[Signature]*

