

No. 1900 Survey held at London Date October 27 1835  
on the Ship Cleveland Master Wm Marley  
Tonnage 386 Built at Whitby When built 1825  
By whom built Barry Owners Barry  
Port belonging to Whitby Destined Voyage Bombay  
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft.....	Feet.   Inches.	Extreme Breadth .....	Feet.   Inches.	Depth of Hold .....	Feet.   Inches.
<b>Scantlings of Timber.</b>					
Timber and Space..... each	Inches. <u>14</u>				
Floors..... sided	<u>16</u>	Moulded	Inches. Middle <u>14</u> Ends <u>14</u>		
1 <sup>st</sup> Foothooks.....	<u>13</u>	"	"		
2 <sup>nd</sup> Ditto.....	<u>10</u>	"	<u>8 1/4</u>		
3 <sup>rd</sup> Ditto.....	<u>9</u>	"	<u>7</u>		
Top Timbers.....	<u>9 1/2</u>	"	<u>10</u>		
Deck Beams.....	<u>10</u>	"	<u>13</u>		
Hold Beams.....	<u>13</u>	"	<u>15 1/2</u>		
Keel.....	<u>13</u>	"	<u>13 1/2</u>		
Kelsons.....	<u>11 1/2</u>	"	<u>13 1/2</u>		
<b>Thickness of Plank.</b>					
			<b>Outside.</b>	<b>Inside.</b>	
			Keel to Bilge.....	Foot Waling.....	Inches. <u>4</u>
			Bilge Planks.....	Bilge Planks.....	<u>4</u>
			Bilge to Wales.....	Ceiling in Flat.....	<u>3</u>
			Wales.....	Ditto Bilge to Clamp.....	<u>3</u>
			Topsides.....	Hold Beam Clamps.....	<u>4</u>
			Sheer Strakes.....	Deck Beam Ditto.....	<u>4</u>
			Plank Sheers.....	Ceiling 'twixt Decks.....	<u>2 1/2</u>
			Water-ways.....	Hold Beam Shelves.....	<u>4</u>
			Upper Deck.....	Deck Beam ditto.....	<u>4</u>
			Lower Deck.....	Lower Deck.....	<u>4</u>
<b>Size of Bolts in Fastenings.</b>					
	<b>Copper.</b>	<b>Copper.</b>	<b>Iron.</b>	<b>Iron.</b>	
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.....	<u>1 1/2</u>				
Transoms and throats of Hooks.....	<u>1 1/2</u>				
Arms of Hooks.....	<u>1</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber. Stated to be entirely English Oak

Her other Foothooks and Top Timbers of do Frame

Her Shifts of the first and second Foothooks are not less than 3 1/2 inches. N.B. When reported by you less than the prescribed Rule, then state how many. On the authority of the owner

The rest of the Shifts of the Frame are more

The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is same

The ~~alternate~~ Frames are to the top height every 3<sup>rd</sup> Timber 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 English Oak and the False Kelson of do bolted through every floor

The Scarphs of the Kelsons are not less than 5 feet inches.

The Deck and Hold Beams are composed of English Oak

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

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

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak

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 40 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 2 & 4 between. Inside

**Planking Inside.**—The Clamps are composed of Dantzic Oak and the remainder of the Ceiling of Dantzic & English Oak

The Bilge Planks of do

**Fastenings.**—To Hold Beams 2. 8 1/2 inch Lodging knees 4 ft 6 in long 2 1/2 inch 9 for stand above & below beams

Deck Beams 2. 6 1/2 inch Lodging knees 4. 3 long & Iron Hanging knee & shelf

Number of Breasthooks 7 Pointers 2 Crutches 2 Hanson's knees

Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship very fair

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

Builder's Name \_\_\_\_\_  
Surveyor's Name George Bayley



1900 *fm*

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *Main Mast now fished*

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	80	<i>Main Chain</i>		3	Bower
2	Fore Top Sails,	220	Chain .....		1	Stream,
2	Fore Topmast Stay Sails,	80	Hempen Stream Cable.....	8 1/2	3	Kedge
2	Main Sails,	100	Hawser .....	5	All of proper weight.	
2	Main Top Sails,		Towlines .....			
	and <i>believed in other sails</i>		Warp .....			
			All of <u>good</u> quality.			

Her Standing and Running Rigging is Heavy sufficient in size and good in quality.

She has One Long Boat and Two Quarter Boats

The present state of the Windlass is good Capstan good and Rudder good  
*2 Kidding Chocks* } *2 Main Wood Ropes Chain B-*  
*2 Bidge B-*

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

*At the present time Copper reft, And One Hold Beam Scarphed*

*The general appearance of this Ship is very favourable, does not appear to have worked at her Beam ends or Waterways—Decks & Upper works are in good condition—Has a Transom over the heels of the Counter Timbers and knees—The Breast-works are of good size & length and well bolted—She has 5 Pair of Dick and 4 Pair of Iron Hanging Standards to the Hold Beams—*

If Sheathed, Doubled, or Felted, Coppered on Paper  
and Date when last done December 1833

And I am of opinion this Vessel should be Classed 10A1 George Bayley

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, [Signature]

Committee Minute 30 October 1835

Character assigned A 1 for 10 Years  
[Signature] [Signature]

*R Barry*



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