

ANNUAL SURVEYS.

10,374

No. 180 Survey held at London Date 24th Jan 1844
 on the Brig "Offort" Master C. Orfeur
 Tonnage 160 Built at Yarmouth When built 1830
 By whom built Seasdell & Captain
 Port belonging to Yarmouth Destined Voyage Leghorn
 If Surveyed Afloat or in Dry Dock on Cusps ways

Last Original Survey, No. 4897 Port of Liverpool Classed 11 A 1
 Coul 1841 4 A 1

The Surveyor is required to state the present Condition of the

Decks <u>Good</u>	Transoms <u>Not Seen</u>	Capstan <u>—</u>
Upper Deck Beams & Fastenings <u>Do</u>	Timbers of the Frame <u>Not Seen</u>	Pumps <u>one New & in Good</u>
Lower Deck Beams & Fastenings <u>3rd & 4th Good</u>	Topsides <u>—</u>	Masts, Yards, &c. <u>Sufficient</u>
Spirketting <u>Many iron Nails fitted</u>	Wales <u>—</u>	Sails <u>Do</u>
Plank Shears <u>—</u>	Counter <u>Good</u>	Cables <u>Do</u>
Waterways <u>Caulked</u>	Plank and Treenails (Outside to the Water's Edge.) <u>Good</u>	Anchors No. of <u>2 B 1 H 2 K</u>
Hatchway Comings <u>—</u>	Rudder <u>Good</u>	Standing & Running Rigging <u>Good</u>
Breasthooks <u>—</u>	Windlass <u>Do</u>	Copper <u>Smooth & Good</u>

General Observations and Opinion,
 as required by the Instructions,

This Vessel was laid aground to inspect the Copper. She was Caulked from Copper up at Leghorn about 4 months ago. She has now had three fair addl iron Nails fitted to hold beams. She appears in very efficient Condition in my opinion. Very Efficient as Clapped. J. H. Hatcher

Committee Minute

2nd February 1844

Character assigned

11 P 4 A 1

No. 3 Survey held at London Date 24th 27th Jan 1844
 on the Sch "Index" Master Gill
 Tonnage 170 Built at Southampton When built 1837
 By whom built — Owners Jackson
 Port belonging to Southampton Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock on West & Smiths Slip

Last Original Survey, No. 5841 Port of London Classed 12 A 1

The Surveyor is required to state the present Condition of the

Decks <u>Caulked Good</u>	Transoms <u>Not Seen</u>	Capstan <u>—</u>
Upper Deck Beams & Fastenings <u>Do</u>	Timbers of the Frame <u>Do</u>	Pumps <u>Good</u>
Lower Deck Beams & Fastenings <u>Do</u>	Topsides <u>Caulked Good</u>	Masts, Yards, &c. <u>Sufficient</u>
Spirketting <u>Do</u>	Wales <u>—</u>	Sails <u>Do</u>
Plank Shears <u>Do</u>	Counter <u>Caulked</u>	Cables <u>Do</u>
Waterways <u>Do</u>	Plank and Treenails (Outside to the Water's Edge.) <u>Good</u>	Anchors No. of <u>Do</u>
Hatchway Comings <u>Do</u>	Rudder <u>Good</u>	Standing & Running Rigging <u>Do</u>
Breasthooks <u>Do</u>	Windlass <u>Do</u>	Copper <u>Sheathed w/ Metal</u>

General Observations and Opinion,
 as required by the Instructions,

This Vessel has been stripped and Caulked all over including decks and the bottom has been resheathed with Yellow Metal on dry paper. She appears in most efficient Condition and in my opinion. Very Efficient as Clapped. J. H. Hatcher

Committee Minute

2nd February 1844

Character assigned

12 A 1