

No. 197 Survey held at Jersey Date Various until 30th Sept 1840
 on the Schooner "Paince" Master En^o Schier
 Tonnage 50 N Built at Jersey When built Laid down Feb^r 1840
 By whom built Geo^s Deslandes & Son Owners Messrs. Richard & L. Sauter
 Port belonging to Jersey Destined Voyage Bristol
 If Surveyed Afloat or in Dry Dock on the Stocks

Length aloft.....	Feet. <u>57</u> Inches. <u>4</u> / <u>10</u>	Extreme Breadth	Feet <u>14</u> Inches. <u>7</u> / <u>10</u>	Depth of Hold	Feet. <u>9</u> Inches. <u>3</u> / <u>10</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>10</u>	Inches	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>0</u>	Moulded <u>8</u> / <u>4</u>	Keel to Bilge	<u>2</u> / <u>2</u>	Foot Waling	<u>2</u> / <u>2</u>
1 st Foothooks.....	" <u>7</u>	" <u>7</u> <u>6</u> / <u>4</u>	Bilge Planks	<u>3</u> / <u>2</u>	Bilge Planks	<u>3</u> / <u>2</u>
2 nd Ditto	" <u>6</u>	" <u>6</u> <u>1</u> / <u>2</u>	Bilge to Wales	<u>2</u> / <u>2</u>	Ceiling in Flat	<u>2</u> / <u>2</u>
3 rd Ditto.....	" <u>5</u> / <u>2</u>	" <u>5</u> <u>1</u> / <u>4</u>	Wales	<u>3</u> / <u>2</u>	Ditto Bilge to Clamp	<u>2</u> / <u>2</u>
Top Timbers	" <u>7</u> / <u>2</u>	" <u>7</u> <u>5</u>	Topsides	<u>2</u> / <u>2</u>	Hold Beam Clamps	"
Deck Beams ..	Number of <u>15</u>	" <u>7</u> <u>5</u>	Sheer Strakes	<u>2</u> / <u>2</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams ..	Do. Do.	" <u>7</u> <u>5</u>	Plank Sheers.....	<u>2</u> / <u>2</u>	Ceiling 'twixt Decks	"
Keel	" <u>9</u>	" <u>9</u> <u>6</u> / <u>10</u>	Water-ways	<u>6</u>	Hold Beam Shelves	<u>2</u>
Kelsons	" <u>9</u>	" <u>12</u>	Upper Deck	<u>2</u> / <u>2</u>	Deck Beam ditto	"

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>7</u> / <u>0</u>	Bolts thro' the Bilge and Foot Waling.....	<u>1</u> / <u>2</u>	Hold Beam.....	"
Scarpsh of Keel.....	N ^o . <u>0</u> <u>7</u> / <u>0</u> <u>3</u> / <u>4</u>	Butt End Bolts	<u>1</u> / <u>2</u>	Deck Beam	<u>3</u> / <u>4</u>
Floor Timber Bolts.....	<u>3</u> / <u>4</u>	Lower Pintle of the Rudder	<u>2</u>		
Kelson ditto.....	<u>7</u> / <u>0</u>			same in Iron above the Copper	
Transoms and throats of Hooks	<u>7</u> / <u>0</u>				
Arms of Hooks	<u>7</u> / <u>0</u> <u>3</u> / <u>4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of French Oak and are — free from all defects.

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

Her other Foothooks and Top Timbers of French Oak

Her Shifts of the first and second Foothooks are not less than three feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are good

The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Squared

The ~~alternate~~ Frames are all bolted together.

The Butts of the Timbers are — close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is — chocked with a Butt at each end of the chock.

The Main Kelson is composed of French Oak and the False Kelson of none

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck ~~and Hold~~ Beams are composed of French Oak

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

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

From the Light Water Mark to the Wales of Baltic Oak

The Wales and Black-strakes are of Baltic Oak

The Topsides of Baltic Oak

The Sheer-strakes of Baltic Oak Decks, and state of Norway Red Fir

The Gunwales of Baltic Oak Water-ways of Norway Red Fir

The Shifts of the Planking are not less than 6 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 Strake between.

Planking Inside.—The Clamps are composed of Baltic Oak the Stringers of Baltic Oak

The Bilge Planks of Baltic Oak and the remainder of the Ceiling of Baltic Oak

Fastenings.—To Hold Beams none

Deck Beams Double Knees of Oak

Number of Breasthooks three Pointers none Crutches none

Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Very good

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

Builder's Name George Deslandes & Son

Surveyor's Name W. J. Parnell

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		inches.	N ^o .	
1	Fore Sails,	75	Chain	1 9/16	2	Bower, 5 Cables
1	Fore Top Sails,	75		3/4	1	Stream,
2	Fore Topmast Stay Sails,	70	Hempen Stream Cable.....	4 1/2	1	Kedge,
1	Main Sails,	70	Hawser	3 1/2		All of proper weight.
1	Main Top Sails, <u>Left</u>	50	Towlines	2 1/2		
	and <u>all run</u>		Warp			
			All of <u>good</u> quality.			

Her Standing and Running Rigging is new sufficient in size and new in quality.

She has One Long Boat and new

The present state of the Windlass is good Capstan new and Rudder good

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, or Felted, Single bottom.

and Date when last done

And I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, this 2 day of April 1841

Wm. Rainald

Committee Minute 10th April 1841

Character assigned A1



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