

No. 214 Survey held at Jersey Date the 10<sup>th</sup> May 1841  
 on the Brig "Thetis" Master John Sorel  
 Tonnage 129 Built at Jersey When built Laid down Feb<sup>r</sup> 1840  
 By whom built M<sup>r</sup> Coutanche Owners J Sorel  
 Port belonging to Jersey Destined Voyage Brazil  
 If Surveyed Afloat or in Dry Dock On the Stocks under my inspection

Length aloft.....26 Feet 0 Inches. Extreme Breadth .....22 Feet 4 Inches. Depth of Hold .....13 Feet 0 Inches.

#### Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... <u>famed</u> ..... each	<u>22</u>		
Floors..... sided	<u>9</u>	Moulded	<u>12</u> <u>9</u>
1 <sup>st</sup> Foothooks.....	<u>0 1/2</u>	"	<u>9</u> <u>0 1/2</u>
2 <sup>nd</sup> Ditto.....	<u>0</u>	"	<u>0 1/2</u> <u>7</u>
3 <sup>rd</sup> Ditto.....	<u>7 1/2</u>	"	<u>7</u> <u>5 3/4</u>
Top Timbers.....	<u>7</u>	"	<u>5 3/4</u> <u>4 3/4</u>
Deck Beams .. Number of <u>13</u> on Main Deck	<u>9</u>	"	<u>0 1/2</u> <u>5</u>
Hold Beams ... Da... Do... <u>16</u> on Lower Deck	<u>10</u>	"	<u>10</u> <u>0</u>
Keel.....	<u>10 1/2</u>	whole	<u>12</u>
Kelsons.....	<u>13</u>	below rabbet	<u>0</u>
			<u>16</u>

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3 1/2</u>
Bilge Planks.....	<u>5</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2 3/4</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>10 1/2</u> <u>6</u>	Hold Beam Shelves.....	<u>3 1/2</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>9 1/2</u> <u>4</u>

#### Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>				
Scarphs of Keel..... N <sup>o</sup> <u>4</u> of <u>3/4</u>	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling.....	<u>5/8</u> <u>3/4</u>	Hold Beam.....	<u>7/8</u> <u>3/4</u> <u>Copper</u>
Floor Timber Bolts..... N <sup>o</sup> <u>2</u> of <u>1</u>	<u>1</u>	Butt End Bolts.....	<u>2</u> <u>5/8</u>	Deck Beam.....	<u>3/4</u> <u>7/8</u>
Kelson ditto.....	<u>1</u>	Lower Pintle of the Rudder.....	<u>2 3/4</u>		
Transoms and throats of Hooks.....	<u>1 1/2</u> <u>7/8</u>			same in Iron above the Copper.....	<u>3</u>
Arms of Hooks.....	<u>3/4</u> <u>7/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 5 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 & Jersey Oak.

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

The rest of the Shifts of the Frame are regular & good.

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

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

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

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

The Main Kelson is composed of French & Stettin Oak and the False Kelson of French Oak.

The Scarphs of the Kelsons are not less than 5 feet — 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 Stettin Oak & Beech.

From the first Foothook Heads to the Light Water Mark of Foreign White Oak.

From the Light Water Mark to the Wales of Foreign White Oak.

The Wales and Black-strakes are of French Oak.

The Topsides of Foreign White Oak.

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

The Gunwales of French Oak Water-ways of Baltic 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 3 Strakes — between.

**Planking Inside.**—The Clamps are composed of Foreign White Oak the Stringers of French & Foreign W<sup>h</sup> Oak.

The Bilge Planks of Foreign White Oak and the remainder of the Ceiling of Foreign W<sup>h</sup> Oak.

**Fastenings.**—To Hold Beams Double Lodging Knees of French Oak.

Deck Beams Double Oak Knees.

Number of Breasthooks Four Pointers one Pair Crutches one Pair.

Butts End Bolts are of Copper in the Bottom, and three Bolt's in each Butt End one 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 Philippe Coutanche

Surveyor's Name M<sup>r</sup> Bannell



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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> .	
2	Fore Sails,	100	Chain .....	1 1/2	1	Bower, - 10 1/2 Cwt
		60		3 1/4	1	9 "
2	Fore Top Sails,	50	Hempen Stream Cable.....	6	1	Stream, 5 Cwt
2	Fore Topmast Stay Sails,	00	Hawser .....	4 1/2	2	Kedge, - 3 1/4 "
1	Main Sails, & 1 1/2 Sail	00	Towlines .....	4	All of proper weight. -	
1	Main Top Sails,		Warp .....			
and	all good & new		All of <u>good</u> quality.			

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

She has one Long Boat and one Jolly Boat

The present state of the Windlass is Patent with Iron Capstan Patent and Rudder good

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

*This is a faithfully built vessel. well  
put out of hand, and deserves the highest  
class for materials. will admit of*

If Sheathed, Doubled, or Felted, with Copper  
and Date when last done 10 May 1841

And I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, this 13 May 1841

*Manwell*

Committee Minute 28<sup>th</sup> May 1841

Character assigned A1 *for S. Yarn*

*[Signature]*



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