

No. 214 Survey held at Jersey Date the 10<sup>th</sup> May 1841  
 on the Brig "Thetis" Master John Sorel  
 Tonnage 179 Built at Jersey When built Said down Feb<sup>r</sup> 1840 Launched March 1841  
 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

214  
 J.S.

Length aloft..... 86 Feet 0 Inches. Extreme Breadth ..... 22 Feet 4 Inches. Depth of Hold ..... 13 Feet 0 Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Floors..... <u>framed</u> sided	9	12	9	Keel to Bilge	3	Foot Waling	3 1/2
1 <sup>st</sup> Foothooks.....	0 1/2	9	0 1/2	Bilge Planks..... <u>one of this of</u>	5	Bilge Planks	4
2 <sup>nd</sup> Ditto.....	0	0 1/2	7	Bilge to Wales	2 1/2	Ceiling in Flat	3
3 <sup>rd</sup> Ditto.....	7 1/2	7	5 3/4	Wales	4	Ditto Bilge to Clamp	2 3/4
Top Timbers.....	7	5 3/4	4 3/4	Topsides	2 1/2	Hold Beam Clamps	3
Deck Beams .. <u>Number of 13 on Main Deck</u>	9	0 1/2	5	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams .. <u>Do. Do. 16</u>	10	10	0	Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/2
Keel.....	10 1/2	whole 12	when rabbet 0	Water-ways..... <u>19 by 6</u>	6	Hold Beam Shelves	---
Kelsons.....	13	16	7	Upper Deck	3	Deck Beam ditto	9 by 4

Size of Bolts in Fastenings.					
Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Foot Waling	5/8	Hold Beam	7/8 by 3/4
Scarphs of Keel..... <u>N<sup>o</sup> 4 of 3/4</u>	3/4	Butt End Bolts	2 1/8	Deck Beam	3/4 by 7/8
Floor Timber Bolts..... <u>85 of 7/10</u>	7/10	Lower Pintle of the Rudder	2 3/4		
Kelson ditto.....	1			same in Iron above the Copper	---
Transoms and throats of Hooks	1 1/2				
Arms of Hooks	3/4				

**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 3-4. 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 ~~frames~~ 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 --- chocked 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 stave 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 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 R. B. Ansell



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 Cut
2	Fore Top Sails,	60		3/4	1 Stream, - 9 "
2	Fore Topmast Stay Sails,	50	Hempen Stream Cable.....	6	2 Kedge, - 7 1/4 "
1	Main Sails, & 1 <i>By Sail</i>	00	Hawser .....	4 1/2	- All of proper weight. -
1	Main Top Sails,	00	Towlines .....	1	
and <i>all good &amp; new</i>			Warp .....		
			All of <u>good</u> quality.		

Her Standing and Running Rigging is quite 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 material. 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

*[Handwritten signature]*

