

No. 237 Survey held at Jersey Date Various to 13 July 1841
 on the Schooner "Spy" Master Thomas Dibbet
 Tonnage 170 Built at Jersey When built Laid down Sept 1840
Launched June 1841
 By whom built Geo Deslands & Son Owners Geo Deslands & Son
 Port belonging to Jersey Destined Voyage Monte Video
 If Surveyed Afloat or in Dry Dock On the Stocks

237

Length aloft..... 07 Feet 10 Inches || Extreme Breadth 21 Feet 10 Inches || Depth of Hold 13 Feet 11 Inches

Scantlings of Timber.

Thickness of Plank.

	Inches			Outside.		Inside.	
	each	Moulded	Ends	Inches	Inches	Inches	Inches
Timber and Space.....	22			Keel to Bilge	2 1/2	Foot Waling	2 1/2
Floors.....	9 1/2	10 1/2	10 1/2	Bilge Planks	3 1/2	Bilge Planks	3 1/2
1st Foothooks.....	9	7	7	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
2nd Ditto.....	0	7	6	Wales	4	Ditto Bilge to Clamp	2 1/2
3rd Ditto.....	7 1/2	6	5 1/2	Topsides	2 1/2	Hold Beam Clamps	3
Top Timbers.....	6 1/2	5 1/2	5	Sheer Strakes	3	Deck Beam Ditto	3
Deck Beams.....	9	9	6	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2
Hold Beams.....	10	10	0	Water-ways	0	Hold Beam Shelves	—
Keel.....	10 1/2	12	9	Upper Deck	2 3/4	Deck Beam ditto	4 1/2
Kelsons.....	11 1/2	11	11				

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Keel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Foot Waling	5/8	Hold Beam	7/8
Scarphs of Keel.....	5/8	Butt End Bolts	1/2	Deck Beam	7/8
Poor Timber Bolts.....	7/16	Lower Pintle of the Rudder	2 3/4		
Kelson ditto.....	1			same in Iron above the Copper	—
Transoms and throats of Hooks	1				
Stems of Hooks	7/16 & 3/4				

Planking.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 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 & Jersey 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 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 good shifts
 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 Dantzic Oak and the False Kelson of —
 The Scarphs of the Kelsons are not less than 5 feet 4 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 Elm & English Beech from the first Foothook Heads to the Light Water Mark of 4 Bilge Planks of English Beech and 4 Strakes of Red Fir from the Light Water Mark to the Wales of Dantzic Oak
 Wales and Black-strakes are of French Oak

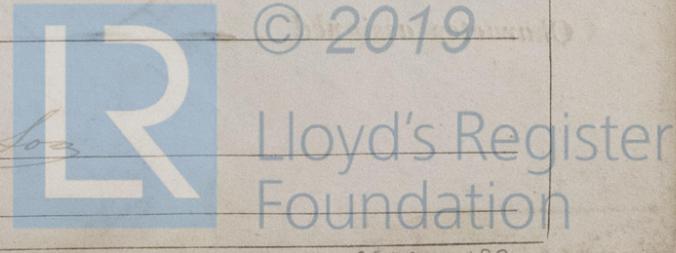
The Topsides of French Oak
 The Sheer-strakes of French Oak Decks, and state of, Baltic Red Fir
 The Gunwales of French Oak Water-ways of Baltic Red Fir
 The Shifts of the Planking are not less than 6 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Dantzic Oak The Planking is wrought 3 Strakes between the Stringers of Dantzic Oak
 The Bilge Planks of Dantzic Oak and the remainder of the Ceiling of Dantzic Oak

Fastenings.—To Hold Beams Double Knees of Iron
 Deck Beams Double Knees of French Oak
 Number of Breasthooks Four Pointers one Pair Crutches one Pair
 Butts End Bolts are of Copper in the Bottom, and one 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 Deslands & Son
 Surveyor's Name Manwell



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	75	Chain	1 1/2	2 Bower,
1	Fore Top Sails,	90	Hempen Stream Cable.....	1 1/2	1 Stream,
2	Fore Topmast Stay Sails,	60	Hawser	6	1 Kedge,
1	Main Sails, & 1 Fly Sail	90	Towlines	5	All of proper weight.
1	Main Top Sails, / 8 ft	120	Warp	3 1/2	
and all new		100	All of good quality.		

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

She has One Long Boat and One Tolly Boat

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

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, or Felted, with Copper over tarred Paper
and Date when last done July

And I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, this 14th day of July 1841

W. Danwell

Committee Minute 16th July 1841

Character assigned 1st pr S. G. G. G.
Sub Comd 21 Sept 1841
Raised to G. A.

