

No. 237 Survey held at Jersey

Date Various to 13 July 1841

237

on the Schooner "Spy"

Master Thomas Dibut

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

Length aloft.....

Feet.	Inches.
07	-

 Extreme Breadth

Feet.	Inches.
21	10

 Depth of Hold

Feet.	Inches.
13	-

Scantlings of Timber.

Thickness of Plank.

				Outside.		Inside.	
				Inches.		Inches.	
Timber and Space.....	each	22	-	Keel to Bilge	2 1/2	Foot Waling.....	2 1/2
Floors.....	sided	9 1/2	Moulded 10 1/2 0 1/2	Bilge Planks	3 1/2	Bilge Planks	3 1/2
1st Foothooks.....	"	9	" 0 1/2 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.....	Number of 20	9	" 9 6	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2 1/2
Hold Beams.....	Do. do. 4	10	" 10 0	Water-ways	4 1/2 0	Hold Beam Shelves	-
Keel	"	10 1/2	" 12 above bottom	Upper Deck	2 3/4	Deck Beam ditto	4 1/2 11
Kelsons	"	11 1/2	" 14				

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	
Scarpings of Keel.....	Nº 8 4 1/2 5/8 3/4		Butt End Bolts	1/2		Deck Beam	7/8	
Poor Timber Bolts.....	7/8		Lower Pintle of the Rudder	2 3/4				
Kelson ditto.....	1							
Transoms and throats of Hooks	1							
Points of Hooks	2 1/8 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 Manwill



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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 1/4	2	Bower,
1	Fore Top Sails,	90	Hempen Stream Cable.....	1 1/2	1	Stream,
		60		6		
2	Fore Topmast Stay Sails,	90	Hawser	5	1	Kedge,
1	Main Sails, & 1 Fly Sail	120	Towlines	3 1/2	All of proper weight.	
1	Main Top Sails, / 8 ft	100	Warp			
and all new			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, 9 this 14 day of July 1841

Committee Minute 16th July 1841

Character assigned A1 per S. G. G. G.

Sub Comd 21 Sept 1841

Raised to G.A.



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