

Rec 21/5/50

No. 485 Survey held at Jersey Date until 18 May 1850
 on the Schooner "Acis" Master John Durell
 Tonnage 93 ^{113 1/2} Built at 1st Tower Jersey When built Laid down Sept 1848 Launched March 1850
 By whom built Geo Deslandes & Son Owners Geo Deslandes & Son
 Port belonging to Jersey Destined Voyage Cardiff &c
 If Surveyed Afloat or in Dry Dock On the Stocks

Length aloft 74 ^{Feet.} 6 ^{Inches.} Extreme Breadth 16 ^{Feet.} 5 ^{Inches.} Depth of Hold 10 ^{Feet.} 3 ^{Inches.}

Scantlings of Timber.				Thickness of Plank.			
		Inches.		Outside.	Inches.	Inside.	Inches.
Timber and Space..... each		<u>21</u>		Keel to Bilge	<u>2</u>	Foot Waling	<u>3</u>
Floors.....sided		<u>0</u>	Moulded	Bilge Planks	<u>3</u>	Bilge Planks	<u>3</u>
1 st Foothooks..... "		<u>7</u>	"	Bilge to Wales	<u>2</u>	Ceiling in Flat	<u>2</u>
2 nd Ditto..... "		<u>6</u>	"	Wales	<u>2 1/2</u>	Ditto Bilge to Clamp	<u>2</u>
3 rd Ditto..... "		<u>6</u>	"	Topsides	<u>2 1/4</u>	Hold Beam Clamps	<u>-</u>
Top Timbers		<u>6</u>	"	Sheer Strakes	<u>2 3/4</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams N ^o <u>16</u> Average Space } <u>Rather under left</u>		<u>0</u>	"	Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks	<u>2</u>
Hold Beams N ^o Average Space } <u>from Centre to Centre</u>		<u>0</u>	"	Water-Ways	<u>6</u>	Hold Beam Shelves	<u>-</u>
Keel		<u>9</u>	"	Upper Deck	<u>2</u>	Deck Beam Ditto.....	<u>-</u>
Kelsons		<u>9</u>	"				

Size of Bolts in Fastenings, distinguishing whether				Iron.	
		Inches.			Inches.
Heel-Knee, and Dead Wood abaft		<u>1</u>	Copper or Iron.	Hold Beam	<u>-</u>
Scarphs of Keel.....N ^o <u>9</u> ^{4 1/2} ^{5 1/2} ^{3 1/2} ^{2 1/2} ^{1 1/2}		<u>3</u>	Bolts thro' the Bilge and Foot Waling	Deck Beam	<u>3/4</u>
Floor Timber Bolts		<u>7/10</u>	Butt End Bolts <u>1/2</u> ^{1/2} ^{1/2} ^{1/2} ^{1/2}		
Kelson ditto		<u>7/10</u>	Lower Pintle of the Rudder		
Transoms and throats of Hooks		<u>7/10</u>			
Arms of Hooks		<u>3/4</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of C & Jersey Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & Jersey Oak and are - free from all defects.

The Floors and first Foothooks are composed of Oak Timber.

The other Foothooks and Top Timbers of English and Jersey Oak.

The Shifts of the first and second Foothooks are not less than 3 = 3 N. B. When less than prescribed by the Rule, 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. N. B. If not, state how bolted.

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 Foreign Oak and the False Kelson of -

The Scarphs of the Kelsons are not less than 5 feet 3 inches.

The Deck and Hold Beams are composed of Foreign Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Beech & Elm

From the first Foothook Heads to the Light Water Mark of Red Fir

From the Light Water Mark to the Wales of Red Fir

The Wales and Black-strakes are of Foreign Oak The Topsides of Foreign Oak

The Sheer-strakes and Plank-sheers of Foreign Oak The Water-ways of Red Fir

The Decks of Baltic Red Fir State of very good

The Shifts of the Planking are not less than 5 Feet 6 Inches. N. B. If less than prescribed by the 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 Limber-strakes are composed of Foreign Oak the Bilge Planks of F^r Oak

The Ceiling, Lower Hold, of Foreign Oak &c Between Decks of Red Fir

Shelf Pieces of none Clamps of Foreign Oak

Fastenings.—To Hold Beams none

Deck Beams Double Lodging Knees of Oak

Number of Breasthooks three Pointers none Crutches none

Butts End Bolts are of green Metal in the Bottom, and a 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 Signature George Deslandes & Son Surveyor's Signature John Durell

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	75	Chain	15/16	2	Bower,	6 cwt
2	Fore Top Sails,	90	Hempen Stream Cable	7/8	1	Stream,	5 "
2	Fore Topmast Stay Sails,	100	Hawser	4	1	Kedge,	1 "
1	Main Sails,	100	Towlines	3			
1	Main Top Sails, <i>Left</i>		Warp				
1	<i>By sail</i>		All of <u>good</u> quality.				

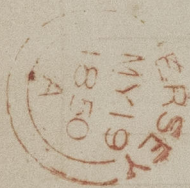
Her Standing and Running Rigging is sufficient in size and good in quality.

She has one ~~Long~~ Boat and

The present state of the Windlass is good ^{Winch} ~~Capstan~~ good and Rudder good

General Remarks—Statement and Date of Repairs.

This little Vessel was 10 Months building under a roof, and superintended by one, She was also inspected in Feb^r 49 when in frame by Mr Ritchie, and approved of



*Charles Graham Coopers
Clerk
Coramille
London*

If Sheathed, Doubled, Felted, or Coppered with Yellow Metal over paper When last done April 1050

I am of opinion this Vessel should be Classed 9 A1. having been so long under cover -

The Amount of the Fee.....£ 1 : - : - is received by me, this 10 May 1050 -

Superintendent Special£ 5 : 5 : -

Certificate (if required)£ - : 5 : -

Committee's Minute 21st May 1850

Character assigned A 1 for 4 years



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