

No. 208 Survey held at Teignmouth Date August 28<sup>th</sup> 1841  
on the Brig Shevellyn Master John Harvey  
Tonnage 292 <sup>new</sup> <sub>2</sub> Built at Teignmouth When built 1841  
By whom built 259 <sup>old</sup> <sub>7</sub> Thomas Tucker Owners Cotnam & Wynne  
Port belonging to Liverpool Destined Voyage Lisbon  
If Surveyed Afloat or in Dry Dock On the Stocks

208  
LH

Length aloft ..... 97 <sup>Feet.</sup> 8 1/2 <sup>Inches.</sup> Extreme Breadth ..... 24 <sup>Feet.</sup> 6 1/2 <sup>Inches.</sup> Depth of Hold ..... 16 <sup>Feet.</sup> 2 <sup>Inches.</sup>

**Scantlings of Timber.**

Timber and Space.....	each	Inches.	Inches.	Inches.
Floors.....	sided	<u>12</u>	Moulded	<u>16</u>
1 <sup>st</sup> Foothooks.....	"	<u>10</u>	"	<u>10</u>
2 <sup>nd</sup> Ditto.....	"	<u>9</u>	"	<u>9</u>
3 <sup>rd</sup> Ditto.....	"	<u>8</u>	"	<u>8</u>
Top Timbers.....	"	<u>7 1/4</u>	"	<u>7 1/4</u>
Deck Beams ....N <sup>o</sup> . of <u>Fourteen</u> .....	"	<u>9 1/2</u>	"	<u>9 1/2</u>
Hold Beams ....N <sup>o</sup> . of <u>Twelve</u> .....	"	<u>10 1/2</u>	"	<u>10</u>
Keel.....	"	<u>12</u>	"	<u>10</u>
Kelsons.....	"	<u>14 1/2</u>	"	<u>16 1/2</u>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	<u>3</u>	Foot Waling .....	<u>3 1/2</u>
Bilge Planks.....	<u>4 1/2</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat .....	<u>2 1/2</u>
Wales .....	<u>5</u>	Ditto Bilge to Clamp .....	<u>2 1/2</u>
Topsides .....	<u>2 1/2</u>	Hold Beam Clamps .....	<u>4</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>5 by 7</u>	Hold Beam Shelves ....	<u>5 by 11</u>
Upper Deck .....	<u>3</u>	Deck Beam Ditto.....	<u>4 by 11</u>

**Copper.**

Heel-Knee, and Dead Wood abaft .....	<u>1 1/8</u>
Scarpsh of Keel.....N <sup>o</sup> . <u>7</u>	<u>7/8</u>
Floor Timber Bolts .....	<u>1</u>
Kelson ditto .....	<u>1</u>
Transoms and throats of Hooks .....	<u>7/8</u>
Arms of Hooks .....	<u>7/8</u>

**Size of Bolts in Fastenings.**

Copper.	Inches.	Iron.	Inches.
Bolts thro' the Bilge and Foot Waling .....	<u>3/4</u>	Hold Beam .....	<u>7/8</u>
Butt End Bolts .....	<u>5/8</u>	Deck Beam .....	<u>7/8</u>
Lower Pintle of the Rudder .....	<u>3</u>		
		same in Iron above the Copper.....	<u>7/8</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/4 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak Timber and are all free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak every third foothook & September in one

The Shifts of the first and second Foothooks are not less than 4 feet 6 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 6

The Frame is all squared from the first Foothook Heads upwards, and all 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. every frame is bolted together

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is all chocked with Iron Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of .....

The Scarpsh of the Kelsons are not less than six feet nine inches.

The Deck and Hold Beams are composed of English Oak Timber

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Elm and E. Oak

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

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

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak

The Decks of Swedish Yellow Pine Composition Nailed State of New

The Shifts of the Planking are not less than 5 Feet ..... 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 three strokes between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English Oak Clamps of English Oak

**Fastenings.**—To Hold Beams Iron Staple & Hanging Knives Bolted to three frames & stringer

Deck Beams Lodging & Larking Knives & Iron hanging Knives to every alternate Beam & the upper

Number of Breasthooks Five Pointers Two Crutches Two

Butts End Bolts are of 5/8 Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are 3/4 Copper bolted through and clenched.

General Quality of Workmanship Very Good & well finished

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name Thomas Tucker

Surveyor's Name Wm. Mortimer



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	220	Chain .....	1 1/2	3	Bower,	18 . 16 . 14
2	Fore Top Sails,	96	<sup>Iron</sup> Hempen Stream Cable .....	5 1/2	1	Stream,	9 <sup>c</sup>
2	Fore Topmast Stay Sails,	90	Hawser .....	8	2	Kedge,	
2	Main Sails,	60	Towlines .....	5 1/2			
2	Main Top Sails,	90	Warp .....	4 1/2			
	<sup>5 fms Square Sail</sup> and <sup>fore top sail</sup> <del>square</del> <sup>square</sup>	160	All of <u>Best</u> quality.	4			

Her Standing and Running Rigging is all Patent sufficient in size and Good in quality.

She has One Parrel Long Boat and One Parrel Yawl one Plincher Built Gigg

The present state of the Windlass is Power Capstan Double Patent and Rudder Good  
Frames Winch

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

The Llewellyn is a very Superior Strong & faithful Built Vessel of good well Seasoned English Oak and free from all defects throughout, Her hull Beams are well fastened with Forty Eight Staples & Hanging Knees Bolted to three frames and a Stringer Bolted every two feet, their distance excluding the Hatchway from four to five feet. The Deck and Quarter Deck Beams are secured by Lapping & Lutting Knees & Oak a Shelf piece fore and aft Bolted every two feet, every Alternate Beam an Iron Hanging Knee Bolted to three frames, their distance apart is four feet and the Quarter Deck Beams in proportion, The Trunnels are all of good well seasoned English Oak two thirds of which are through the Ceiling and wedged, The Stern frame is well fastened with Iron Knees to the Wing Transom and a Transom over the heels of the Stern Timbers properly Knees, She is well fitted out and has a large supply of all sea stores has a fine appearance and in a fit state for the safe conveyance of Dry & perishable Cargoes to and from all parts of the world  
N.B. The Master wishes to have a Certificate of her Cargo sent as soon as possible

If Sheathed, Doubled, Felted, or Coppered Copper Sheathed paper felt When last done On the Stocks  
to the Bends midships

I am of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 3 : " : " is received by me, Wm Mortimer  
Special .....£ : :

Committee's Minute 31<sup>st</sup> August 1844

Character assigned 12 A 1



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