

No. 746 Survey held at Greenock Date 26th September 1839 746
on the New Barque "Spartan" Master John Farber
Tonnage 269 1/2 m. Built at Greenock When built 25th September 1839
By whom built Robert Duncan Esq. Owners Thos & W. Millan Esqrs
Port belonging to Greenock Destined Voyage Clyde to Demerary
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft.....	Feet. <u>108</u> Inches. <u>7 1/2</u>	Extreme Breadth <u>amidships</u>	Feet. <u>19</u> Inches. <u>9 1/2</u>	Depth of Hold	Feet. <u>14</u> Inches. <u>4 1/2</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches. <u>12</u>	Inches. Middle <u>10 1/2</u> Ends <u>10</u>	Outside.	Inches. <u>2 3/4</u>	Inside.	Inches. <u>3</u>
Floors..... sided	<u>10 1/2</u>	Moulded <u>10 1/2</u>	Keel to Bilge	<u>2 3/4</u>	Foot Waling.....	<u>3</u>
1 st Foothooks..... "	<u>9 1/2</u>	" <u>9</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>3 1/2</u>
2 nd Ditto..... "	<u>8 1/2</u>	" <u>8</u>	Bilge to Wales	<u>2 3/4</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto..... "	<u>8</u>	" <u>7 1/2</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	<u>7</u>	" <u>6 1/2</u>	Topsides	<u>2 3/4</u>	Hold Beam Clamps	<u>3</u>
Deck Beams.....	<u>9 1/2</u>	" <u>9 1/2</u>	Sheer Strakes	<u>2 3/4</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams.....	<u>10</u>	" <u>10 1/2</u>	Plank Sheers.....	<u>2 3/4</u>	Ceiling 'twixt Decks	<u>2 1/4</u>
Keel	<u>11</u>	" <u>14</u>	Water-ways	<u>7</u>	Hold Beam Shelves	<u>4 x 12</u>
Kelsons	<u>1 1/2</u>	" <u>15 1/2</u>	Upper Deck	<u>2 3/4</u>	Deck Beam ditto	<u>2 1/2 x 12</u>
					Lower deck <u>Spoketting</u>	<u>3</u>
					Upper <u>10"</u>	<u>2 1/2</u>

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 4 Inches. The Space between the Top-timbers is 2 1/2 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British African Oak and are — free from all defects.
Her Floors and first Foothooks are composed of British & Foreign Oak Timber.
Her other Foothooks and Top Timbers of British Oak
Her Shifts of the first and second Foothooks are not less than 3 1/2 to 3 3/4 in. 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.
The Frame is all well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared.
The alternate Frames are all bolted together.
The Butts of the Timbers are — close together; their thickness not less than 3 1/4 of the entire moulding at that place.
The Frame is well chocked with some Butt at each end of the chock.
The Main Kelson is composed of American Oak and the False Kelson of American Oak.
The Scarphs of the Kelsons are not less than Six feet — inches.
The Deck and Hold Beams are composed of African & British & American Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Quebec Rock Elm.
From the first Foothook Heads to the Light Water Mark of Quebec Rock Elm.
From the Light Water Mark to the Wales of Red Pine.
The Wales and Black-strakes are of Foreign Oak.
The Topsides of Pitch Pine.
The Sheer-strakes of British African Oak. Decks, and state of, Yellow Pine New.
The Gunwales of British African Oak. Water-ways of Red Pine.
The Shifts of the Planking are not less than 5 1/2 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 American Oak. The Planking is wrought two and three between three mostly the Stringers of American Oak.

The Bilge Planks of American Oak and the remainder of the Ceiling of American Oak Red Pine Red Oak in lowest decks.

Fastenings.—To Hold Beams Iron bolting (two or three) in square body, double bolting British Oak in round bodies with Stringers above and below Beams.

Deck Beams Double bolting British Oak knees and stringers, with 16 diagonal iron knees.
Number of Breasthooks Four Pointers Two Crutches One iron aft.

Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched. footwaling iron bolted into each timber.

General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel.
Builder's Name John D. Cameron
Surveyor's Name John D. Cameron

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	250	Chain	1 1/2	3
1	Fore Top Sails,	75	Hempen Stream Cable.....	7	1
2	Fore Topmast Stay Sails,	75	Hawser	5	1
1	Main Sails,	80	Towlines	3 3/4	1
2	Main Top Sails,	45	Warp Stream Chain.....	1 1/2	1
and well found in other Sails,			All of <u>good</u> quality.		

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

She has a Long Boat and olly Boat & Sigs

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

with Patent Purchase. } Four lead Pumps good

General Remarks—Statement and Date of Repairs.

Laid on in April, and launched 25th September 1839, surveyed at the three prescribed periods, and at other times specially while Building, Frame (with the exception of a very few of the floors and first futlocks which are Foreign (Cast.) English and Scotch Oak, all of good quality, and well squared, built wholly in frame, Stiff of Timbers good, Cross Schocked at Pelges, and some of the Schocks Rattled above, full Butts and some scamps; Planking Ceiling as on other side, and very good of their kind; well wrought and shifted, two and three between, three mostly, and where two is wrought, the Butts are not on same timber, Number of Beams as described, securely fastened with horizontal and diagonal knees and Stringers; Pelge and Butt Copper bolted, through & clenched on rings; Nelson bolts through each floor, and clenched on rings, on Main Deck; Timbers and an iron Crutch Aft, and the being and Ruler Transoms iron lined to the sides—footwaling iron bolted into both floor and footboard keel, not thro' She is well finished, and her stores and furnishings are of the best description.

Special Survey Fee £10.10/- Paid.

If Sheathed, Doubled, or Felted, Felted two courses below the Wale, and Coppered (over paper below)
and Date when last done to the Wale in September 1839.

And Am of opinion this Vessel should be Classed 8th 1st

The Amount of the Fee.....£ 3 : 3 : is received by me,

John R. Cummins

Committee Minute 5. Dec^r 1839

Character assigned A 1 for 8 Years



© 2011
Lloyd's Register
Foundation