

\* 530.

*Surveyed & approved.*

No. 39 Port of Liverpool Date 5<sup>th</sup> Feb<sup>y</sup> 1835

Survey of the Steamer Spartan Master T. P. Ellis

Tonnage 142 Owners Manuman Port belonging to Waterford

By whom built Wm White & Co Where built Waterford When built 1834

Destined Voyage Liverpool & Constantinople

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....	79 2	Depth of Hold .....	12 11	Bilge to Wales .....		Ceiling below Hold Beams .....	2 1/2 80
Rake of Stem .....		Lower Hold .....		Short Hoods .....		Clamps and Bilge Planks.....	3 1/2 + 4 1/2 d
D <sup>o</sup> of Stern Post.....		Between Decks .....		Bilge Planks .....		Upper Deck Clamps and	} 2 1/2
Extreme Breadth .....	20 4 1/4			Bilge to Keel .....		Spirkettling .....	
<b>Scantling of Timber.</b>				<b>Wales</b> <u>4 Strakes 8.0</u> 4 1/2			
Timber and Space, each .....	21	Sided Inches.	Moulded Inches.	Sort of Wood.		Plank Shears.....	2
Floors in the middle .....		11	13	80			
— at the ends .....							
1 <sup>st</sup> Foothooks .....							
2 <sup>nd</sup> Foothooks .....							
3 <sup>rd</sup> Foothooks .....		7 1/2	6 1/4				
Top Timbers .....		7	5 1/4				
Deck Beams.....Middle.....		11	9				
— at the Ends..		11	8				
— Knees .....		6					
Hold Beams.....Middle.....		11	9 1/2				
— at the Ends..		11	7 1/2				
— Knees .....		<i>Scantling</i>					
Main Kelson <i>under floor</i> .....		16					
Scarpes of Kelson ....Length .....	4 in plank in floor - lay on do	12	10 1/2	80			

  

Moulded fine Decks.	
Thickness.....	3    Water Ways..... 2 1/2

  

Bolts.	
Heel, Knee, and Dead Wood } abaft .....	Butt Bolts.....
Scarp of the Keel .....	Hold Beam Bolts..... 7/8
Kelson Bolts .....	Hooks forward at throat .....
Bolts thro' the Bilge and Foot } Waling .....	Hooks forward at arms.....
	Transoms .....
	Lower Pintle of the Rudder .. 2

*L* We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 5<sup>th</sup> day of Feb<sup>y</sup> 1835

Builder's Name \_\_\_\_\_

Surveyor's Name James Ross

Masts, Yards, &c.			Sails.	
	Quality of Wood.	Length, &c.	N <sup>o</sup> .	N <sup>os</sup> .
Bowsprit .....	<u>PK</u>	<u>23 x 16</u>	<u>2</u>	Fore Topmast Stay Sails.....
Foremast .....	<u>'</u>	<u>54 x 16 1/2</u>	<u>1</u>	Fore Sail .....
Main Mast .....	<u>3/4</u>	<u>63 x 16</u>	<u>1</u>	Fore Topsails .....
Mizen Mast .....			<u>1</u>	Main Sails .....
	<i>appear to be very good</i>		<u>1</u>	Main Top Sails.....
				And is generally well found in other sails. } <i>single suit of other sails</i>

  

Cables, Cordage, &c.			Anchors.		Boats.	
	Fathoms.	Inches.	N <sup>os</sup> .		Number and Description.	
Cables, Hemp .....						
<u>3</u> D <sup>o</sup> Iron.....	<u>85</u>	<u>1 1/2 85.1 - 65 3/4</u>	<u>2</u>	Bower	<u>1 Cawel</u>	
<u>1</u> Hawser.....	<u>80</u>	<u>6</u>	<u>1</u>	Stream	<u>1 Church built</u>	
<u>1</u> Towlines .....	<u>80</u>	<u>4 1/2</u>	<u>2</u>	Kedge		
<u>1</u> 1 <sup>st</sup> Warp .....	<u>80</u>	<u>3/4</u>				
2 <sup>nd</sup> D <sup>o</sup> .....						
Standing and Running Rigging is all found to be sufficient in size, and good in quality. }						

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

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name \_\_\_\_\_

# SURVEYOR'S REMARKS.

**Timbering.** All the timber used in this vessel is British. The Quality, oak, good and well squared, dimensions squaring, and considerable above the scale. and the work is Workmanship well performed - The hull Nelson is Quebec oak

**Planking.** All English oak inside; Outside down to the Outside and Inside edges where American Elm is worked. The Quality, Edging, quality very good and well worked, 6 to 7 feet and Workmanship shifts with three between. Deck is Norway pine and with the deck work is in excellent condition -

**Fastenings.** Copper, to within two shakes of the walls which If Sheathed, be very high. - with round bidge bolts the situation Doubled, or Non-lading Nails to hard beams - } fastenings good. Felted. Wood-lading Nails to Deckbeams - }

Sheathed with copper over paper in Feb 1835

**Repairs.** Caulked and coppered in 1835 - Feb

Pumps Iron, Accumans patent -

Windlass (16) Shotts & Co. good -

See letter from Jos Strongman Waterford 12 Jan 1835.

**General Observations** This vessel appears to have been built in and Opinion as accordance with the section and, & country required by the contained in the builders certificate (here with Instructions. returned) She is strong and well put together and the materials very good and sound - She is every lofty vessel, and very crank, arising from a defective model. She is fully formed and fit in every respect to carry a dry cargo. In my opinion she comes within the description 12A -

The Amount of the Fee, £ 2 : 2 : 0 has been rec<sup>d</sup> to turn for: 11 : 1 : 0 is received by me. I accounted for in return sent to London 7 July 1834

Committee Minute 21 February 1835

Character assigned A 7 for 72 Years

J. J. Carr Comm. Minute 26 Feb 1835



Lloyd's Register Foundation

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