

No. 583 Survey held at Liverpool Date March 9<sup>th</sup> 1835 583  
 on the Ship Spartan Master Jas Webb  
 Tonnage 364 Built at Chepstow When built 1825  
 By whom built Jas Davis Owners J Irving Godwin & Co  
 Port belonging to Bristol London Destined Voyage Quebec  
 If Surveyed Afloat or in Dry Dock Dry dock \* See Note annexed

Length aloft.....108<sup>Feet.</sup>6<sup>Inches.</sup> Extreme Breadth .....24<sup>Feet.</sup>9<sup>Inches.</sup> Depth of Hold .....18<sup>Feet.</sup>9<sup>Inches.</sup>

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>27</u> <sup>1</sup> / <sub>2</sub>		
Floors..... sided	<u>12</u>	Moulded	<u>15</u>
1 <sup>st</sup> Foothooks..... "		"	
2 <sup>nd</sup> Ditto..... "		"	
3 <sup>rd</sup> Ditto..... "	<u>8</u>	"	<u>8</u>
Top Timbers..... <u>average</u>	<u>4</u> <sup>1</sup> / <sub>2</sub>	"	<u>3</u>
Deck Beams..... "	<u>9</u> <sup>1</sup> / <sub>2</sub>	"	<u>9</u> <sup>1</sup> / <sub>2</sub>
Hold Beams..... "	<u>11</u>	"	<u>10</u> <sup>1</sup> / <sub>2</sub>
Keel..... "	<u>11</u> <sup>1</sup> / <sub>2</sub>	"	<u>9</u> <sup>1</sup> / <sub>2</sub>
Kelsons..... "	<u>14</u> <sup>1</sup> / <sub>2</sub>	"	<u>13</u> <sup>1</sup> / <sub>2</sub>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge <u>Engl. Elm</u>	<u>3</u> <sup>1</sup> / <sub>2</sub>	Foot Waling.....	<u>3</u> <sup>1</sup> / <sub>2</sub>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales <u>E. Elm &amp; O.</u>	<u>3</u> <sup>1</sup> / <sub>2</sub>	Ceiling in Flat.....	<u>2</u> <sup>1</sup> / <sub>2</sub>
Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>4</u>
Sheer Strakes.....	<u>3</u> <sup>1</sup> / <sub>2</sub>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>6</u>	Hold Beam Shelves.....	<u>4</u>
Upper Deck <u>Mahoe</u>	<u>3</u>	Deck Beam ditto.....	

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Keel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	<u>1</u>
Scarpings of Keel..... N <sup>o</sup> .		Butt End Bolts.....		Deck Beam.....	<u>7</u> / <sub>8</sub>
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are free from all defects. as far as visible  
 Her Floors and first Foothooks are composed of English oak Timber.  
 Her other Foothooks and Top Timbers of English oak  
 Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

The Frame is well squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is floor are all square

The alternate Frames are \_\_\_\_\_ bolted together.

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of English oak and the False Kelson of English oak

The Scarphs of the Kelsons are not less than 8 feet 6 inches.

The Deck and Hold Beams are composed of English oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm

From the first Foothook Heads to the Light Water Mark of English Elm and 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 of English oak

The Gunwales of English oak (part new) Water-ways of English oak

The Shifts of the Planking are not less than 6 ft 12 between 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 English oak the Stringers of English oak

The Bilge Planks of English oak and the remainder of the Ceiling of English oak

**Fastenings.**—To Hold Beams wood lagging three double stringer good

Deck Beams wood lagging three double stringer good

Number of Breasthooks five Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of copper in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling copper bolted through and clenched.

General Quality of Workmanship good

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

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

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



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
3	Fore Sails,	210	Chain .....	1 1/2	3	Bower,
3	Fore Top Sails,	100	Hempen Stream Cable .....	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser .....	6 1/4	1	Kedge,
2	Main Sails,	80	Towlines ... <u>fair</u> .....	7		All of proper weight. —
3	Main Top Sails,		Warp .....			
and			All of <u>good</u> quality.			

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

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

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

*This vessel is generally in very good condition and appears to be built of good materials, but she will require new sheathings within a twelvemonth. She is well found, and her stores are good, we consider her equal to carrying any cargo with safety.*

*Four new stowies, put new covering board and some new bulwarks, Caulked and Copied  
March 1835—*

If Sheathed, Doubled, or Felted, Sheathed with copper one paper  
and Date when last done March 1835

And we are of opinion this Vessel should be Classed A<sub>1</sub>

The Amount of the Fee.....£ 2 : 2 : 0 is received by me,

*James, Hoar.*  
*W. B. Thompson*

Committee Minute 28 March 1835

Character assigned A<sub>1</sub>, 1

*J. W. B.*  
*W. B. Thompson*



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