

No. 289. Survey held at Worthington Date 28th March 1840
on the Ship "Thomas Sparks" Master Joseph Sparks
Tonnage 4370 m Built at Worthington When built 1840.
By whom built Paul Scott & Co Owners John Sparks and others
Port belonging to Worthington Destined Voyage China Liverpool & Calcutta
If Surveyed Afloat or in Dry Dock Whilst Building

Length aloft	Feet. 117	Inches. 10	Extreme Breadth	Feet. 28	Inches. 7	Depth of Hold	Feet. 20	Inches. 1
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	Inches. 14			Outside.		Inches.	Inside.	
Floors..... sided	12 1/2	Moulded	13 12	Keel to Bilge	3 3/4	Foot Waling	4	
1 st Foothooks..... "	11 1/2	"	12 10 1/2	Bilge Planks	5	Bilge Planks	4 1/4	
2 nd Ditto..... "	10	"	10	Bilge to Wales	3 3/4	Ceiling in Flat	3	
3 rd Ditto..... "	9	"	8 1/2	Wales <u>g. Strakes</u>	5	Ditto Bilge to Clamp	3	
Top Timbers	9	"	8 1/2	Topsides	3	Hold Beam Clamps	7 1/2	
Deck Beams N ^o . of <u>23</u>	10	"	9 1/2 6 1/2	Sheer Strakes	4	Deck Beam Ditto	7	
Hold Beams N ^o . of <u>21</u>	12 1/2	"	12 1/2 10	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2	
Keel	13	"	10 clear	Water-Ways	10 1/2	Hold Beam Shelves	6 1/2	
Kelsons	14	"	18	Upper Deck	3 1/2	Deck Beam Ditto	6	
Copper.			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	1 1/4			Copper.		Inches.	Iron.	
Scarphs of Keel..... N ^o . 11	7/8			Bolts thro' the Bilge and Foot Waling	7/8	Hold Beam	1 1/2	
Floor Timber Bolts	1 1/8			Butt End Bolts	3/4	Deck Beam	1 3/8	
Kelson ditto	1 1/8			Lower Pintle of the Rudder	3 1/2			
Transoms and throats of Hooks	1 1/8					same in Iron above the Copper.....		
Arms of Hooks	1							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is three Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of Best African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Best African Oak and are quite free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of do do. The Shifts of the first and second Foothooks are not less than 4 1/2 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 feet & upwards. The Frame is all well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is the same. The ~~Frames~~ Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than within of the entire moulding at that place. The Frame is all chocked with a Butt at each end of the chock. The Main Kelson is composed of African Oak and the False Kelson of African Oak. The Scarphs of the Kelsons are not less than ten feet inches. The Deck and Hold Beams are composed of African Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Best rock Elm. From the first Foothook Heads to the Light Water Mark of do. From the Light Water Mark to the Wales of do. The Wales and Black-strakes are of do. The Topsides of All African Oak. The Sheer-strakes and Plank-sheers of do. The Water-ways of of the Best quality. The Decks of Pine. State of do. The Shifts of the Planking are not less than 6 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 three between the Bilge Planks of African Oak.

Planking Inside.—The Limber-strakes are composed of do. Between Decks of all African Oak. The Ceiling, Lower Hold, of do. Clamps of do. Shelf Pieces of do.

Fastenings.—To Hold Beams } Fell's Plate & screw bolt with 12 Hanging Nails on each side to each set of Beams. Deck Beams } Number of Breasthooks 5 Below Deck Pointers 4 Crutches 4. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling all bolted through and clenched. General Quality of Workmanship as good as can be made.

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

Builder's Name Jonathan Fell
Surveyor's Name William Fell

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
<i>Two Sails</i>	Fore Sails,	<i>240</i>	Chain	<i>1 1/2</i>	<i>3</i>	Bower,
	Fore Top Sails,	<i>75</i>	<i>Steam Chain</i>	<i>7/8</i>	<i>1</i>	Stream,
	Fore Topmast Stay Sails,	<i>90</i>	Hempen Stream Cable	<i>7/8</i>	<i>2</i>	Kedge,
	Main Sails,	<i>90</i>	Hawser	<i>6</i>		
	Main Top Sails,	<i>90</i>	Towlines	<i>4 1/2</i>		
	and <i>all other</i>		Warp			
			All of <i>good</i> quality.			

Her Standing and Running Rigging *all New* sufficient in size and *good* in quality.

She has *on* Long Boat and *4 Live others*

The present state of the Windlass is *Tysons & Nelsons* Capstan *in order* and Rudder *good*

General Remarks—Statement and Date of Repairs.

This is as fine a keel as can be built, both for Quality, model, and workmanship, nothing has been spared to make her a first rate keel she is fit to take in any cargo to any part of the Globe and I have no doubt she will keep her A.1. 12 years

If Sheathed, *Yellow Metal* Doubled, Felted, or Coppered *on Felt* When last done *1840*

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

See The Amount of the Fee.....£ *5 : 5 :* is received by me, *A. Lee*
Special£ : :

Committee's Minute *7th April 1840*

Character assigned *A 1 for 12 years*



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