

No. 1092 Survey held at Glasgow Date 25<sup>th</sup> September 1841 1092  
on the New Brig "Challenger" Master Hugh McEwan  
Tonnage 228 Built at Port Glasgow When built 6<sup>th</sup> September 1841  
By whom built Peter Murech Owners W. P. McEwan  
Port belonging to Glasgow Destined Voyage Clyde to Trinidad  
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft .....	Feet. <u>89</u> Inches. <u>10</u>	Extreme Breadth <u>Amidships</u> .....	Feet. <u>21</u> Inches. <u>10</u>	Depth of Hold .....	Feet. <u>14</u> Inches. <u>0</u>	
<b>Scantlings of Timber.</b>						
Timber and Space.....	each <u>23</u>	Inches. Middle <u>12</u> Ends <u>12</u>	<b>Thickness of Plank.</b>			
Floors.....	sided <u>10 1/2</u>	Moulded <u>12 1/2</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
1 <sup>st</sup> Foothooks.....	" <u>10</u>	" <u>10</u>	Keel to Bilge .....	<u>2 3/4</u>	Foot Waling .....	<u>3 1/2</u>
2 <sup>nd</sup> Ditto.....	" <u>9</u>	" <u>8 1/2</u>	Bilge Planks .....	<u>4 1/2</u>	Bilge Planks .....	<u>4</u>
3 <sup>rd</sup> Ditto.....	" <u>8</u>	" <u>7 1/2</u>	Bilge to Wales .....	<u>2 3/4</u>	Ceiling in Flat .....	<u>2 3/4</u>
Top Timbers .....	" <u>7</u>	" <u>6</u> <u>4 3/4</u>	Wales .....	<u>4 1/2</u>	Ditto Bilge to Clamp .....	<u>2 3/4</u>
Deck Beams .....	N <sup>o</sup> . of <u>23</u>	" <u>8 1/2</u> <u>6</u>	Topsides .....	<u>2 1/2</u>	Hold Beam Clamps <u>2 Strakes</u> .....	<u>3 1/2</u>
Cabin do. ....	N <sup>o</sup> . of <u>4</u>	" <u>7</u> <u>6</u>	Sheer Strakes .....	<u>3 1/2</u> <u>4</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Hold Beams .....	N <sup>o</sup> . of <u>8</u>	" <u>10 1/2</u> <u>7 1/2</u>	Plank Sheers.....	<u>3 1/4</u>	Ceiling 'twixt Decks .....	<u>2 1/2</u>
Keel .....	" <u>12</u>	" <u>13</u> <u>11</u>	Water-Ways .....	<u>6</u>	Hold Beam Shelves .....	<u>5 1/2</u> <u>x 13</u>
Kelsons .....	" <u>12 1/2</u>	" <u>14</u> <u>15</u>	Upper Deck .....	<u>2 3/4</u>	Deck Beam Ditto.....	<u>4 1/2</u> <u>x 12</u>
<i>Deck Beam Spaces, 2 ft 4 in. to 3 ft 10 in.</i>						
<i>Hold Beam ditto. 5 ft 4 in. to 6 ft 6 in.</i>						
<b>Copper.</b>						
Heel-Knee, and Dead Wood abaft <u>16</u> <u>1 1/8</u> <u>1 1/4</u>	Inches. <u>7</u> <u>8</u>	<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>		Inches.
Scarp of Keel.....	N <sup>o</sup> . <u>7</u> <u>8</u>	<b>Copper.</b>				
Floor Timber Bolts .....	<u>1</u>	Bolts thro' the Bilge and Foot Waling .....	<u>3</u> <u>4</u>	Hold Beam .....	<u>1</u>	
Kelson ditto.....	<u>1</u>	Butt End Bolts .....	<u>5</u> <u>8</u>	Deck Beam .....	<u>7</u> <u>8</u>	
Transoms and throats of Hooks .....	<u>1</u>	Lower Pintle of the Rudder .....	<u>2</u> <u>3</u> <u>4</u>			
Arms of Hooks .....	<u>7</u> <u>8</u> <u>3</u> <u>4</u>	same in Iron above the Copper.....				<u>7</u> <u>8</u> <u>3</u> <u>4</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/2 Inches. The Space between the Top-timbers is 2 to 5 Inches. The Stem, Stern Post, are composed of American Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Larch, British & Amer. Oak and are — free from all defects. The Floors and first Foothooks are composed of Scotch & Dutch Larch Timber. The other Foothooks and Top Timbers of Scotch Larch. The Shifts of the first and second Foothooks are not less than 3 ft 6 in. to 3 ft 8 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Good. The Frame is 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. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 3 to 5 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. The Main Kelson is composed of Red Pine and the False Kelson of Elm. The Scarphs of the Kelsons are not less than Six feet two inches. The Deck and Hold Beams are composed of Scotch Larch and Red Pine.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of Red Pine. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of American Oak. The Water-ways of Red Pine & Brit. Oak. The Decks of Yellow Pine. State of New. The Shifts of the Planking are not less than 5 ft 6 in. 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 between

**Planking Inside.**—The Limber-strakes are composed of Red Pine the Bilge Planks of Red Pine. The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine. Shelf Pieces of Red Pine Clamps of Red Pine.

**Fastenings.**—To Hold Beams Iron bolting Nails on Chocks, and Stringer above Beams. Deck Beams Double bolting Nails of Larch & British Oak, with Stringer, & fourteen diagonal Iron hanging Nails. Number of Breasthooks four Pointers Two aft. Crutches One Iron aft. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Yellow Metal bolted through and clenched. General Quality of Workmanship Good Four Transom Nails.

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

Builder's Name

Surveyor's Name



Her Masts, Yards, &c. are in Good 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,	180	Chain .....	1 1/2	3	Bower,
1	Fore Top Sails,	120	Hempen Stream Cable .....	7	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser .....	5	1	Kedge,
1	Main Sails,	~	Towlines .....	~		
2	Main Top Sails,	70	Warp <u>Stream Chain</u> .....	13/16		
and well found in other sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging All new sufficient in size and Good in quality.

She has a Long Boat and Tolly Boat

The present state of the Windlass is Good Capstan Double Winch and Rudder Good  
with four & Lawrence's patent Purchase Good Two lead pumps good.

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

Laid on in October 1840, Launched 6<sup>th</sup> September 1841.  
Surveyed at the three prescribed periods, and at other times specially while Building.  
Floors all Beech (admitted in this vessel, as per Committee letter, of 18<sup>th</sup> January 1841, addressed to Peter Murchie, the Builder.) First futtock, and all the rest of the frame, of Scotch Larch, well grown, of good quality, and well squared. Shifts of timbers good: built wholly in frame. Cross Chocks, not Butt lipped, and full Butts: Planking and Ceiling very good of their kind; long lengths, some sixty and sixty five feet: well wrought, and shifted three between: Number of Beams, fastenings, and spaces, as described. She has two pointers and an Iron Crutch aft, and the wing and Rider transoms, are diagonally Iron Kneed to the sides. She is Sidge and Butt Yellow Metal bolted, through and clenched on rings; Nelson bolts Yellow Metal, through each floor, and clenched on rings, on Main Keel. The finishings and workmanship generally very good, and her stores & furnishings, are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Felted & Yellow Metalled from When last done Made to Keel, in Sept. 1841

I am of opinion this Vessel should be Classed "C A 1"

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

Special .....£ 10 : 10 : ~

*Wm. C. Crossin*

Committee's Minute 2<sup>nd</sup> November 1841

Character assigned A 1 for 6 years



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