

REPORT of SURVEY for REPAIRS.

Continuation

Recd 8/10/47

No. 11 Survey held at Dumbarton Date 4th October 1847
 on the Brig "Challenger" Master John Phoebe
 Tonnage 228 Built at Port-Glasgow When built 1841
 By whom built 209 Owners A. & J. Gownie
 Port belonging to Glasgow Destined Voyage Antiparais
 If Surveyed Afloat or in Dry Dock Patent Slip

Last Survey, No. 1501

Classed C. A. 1.

Port Clyde

REPAIRS Stripped the yellow Metal Sheathing, dulled the bottom from keel to wales, scraped the upper works from wales to gunwales, Renewed the lower stake of wales on each side from fore rigging aft with Dubee White Oak, and after shifts of buttock planks (next below the wales) on the Starboard side, and on the Larboard side with Red Pine, and the after lengths of Shearstrake, Shear stake and Blackstrakes each side, and the midship lengths of Shearstrake and top side, Renewed, & Planks of Ceiling and Ridge abreast of Main Mast, and 2 abreast of Fore Mast on the Starboard side, and 3 of Ridge aft on the Larb^d side, renewed with Pitch and Red Pine, one new Hold Beam, Pitch Pine, one Deck Beam clamped with 5½ English Oak, one Pair of Iron Pointers, and new Paul Bit, Caulked from the keel to the second Deck beam, Sheathed the bottom with yellow Metal over Sell to the 13 Feet 3 and 14 Feet 3. Water line.

We have surveyed this vessel carefully in accordance with the Rules for Continuation, Sect. 54, found the upper and Hold Beam bolts and the outside planks through which they pass, the Planksheers, Waterways and Beams, where they could be seen and examined, the Knightheads, Hawse timber, Breasthook, and Transoms, Floors and Kelsons, the planking outside and Shearails passing through from the light water mark and upwards, Ceiling inside the frame and inner surface of the planking where seen in good sound condition, the Shear and general form of the vessel unaltered.

Present Condition of the

Decks	<u>good</u>	Treenails	<u>Part new, good</u>	Windlass and Capstan	<u>Pinch good</u>
Waterways	<u>do</u>	Breasthooks and Stenson	<u>do</u>	Pumps	<u>3 Main & Bilge do</u>
Comings	<u>do</u>	Transoms, Pointers, and Crutches	<u>do</u>	Boats	<u>2 Sw. Sp. do</u>
Upper Deck Beams & Fastenings	<u>Sound</u>	Timbers of the Frame	<u>do</u>	Masts, Yards, &c.	<u>in good Condition</u>
Lower Deck Beams & Fastenings	<u>Firm</u>	Keelsons	<u>do</u>	Sails	<u>Complete & good</u>
Planksheers	<u>good</u>	Clamps and Shelves	<u>do</u>	Anchor	<u>No. of 3 No. 1 & 2nd 1 Kedge</u>
Shearstrakes	<u>do</u>	Ceiling	<u>do</u>	Cables	<u>Complete & good</u>
Topsides	<u>do</u>	Rudder	<u>do</u>	Hawsers and Warps	<u>do do</u>
Wales	<u>do</u>	Copper	<u>Yellow Metal, New</u>	Standing & Running Rigging	<u>do do</u>
Plank (Bottom) and Counter	<u>do</u>				

General Observations and Opinion, This Brig is in good efficient condition and eligible for the safe conveyance of Dry and Perishable cargoes to and from all parts of the world, and we are of opinion she may be classed Continued, A. 1. for 2 years.

The Amount of Fee.....£ 3 : 0 : 0 is received by me.

Oct L. Survey 4 4 0
 Certificate (if required) 0 : 10 : 0

Committee's Minute 8th Oct 1847

Character assigned See above

Please forward a Certificate of Classification

John Phoebe

John Phoebe

0100-041519

Lloyd's Register Foundation