

# REPORT of SURVEY for REPAIRS.

*of Damage; Continuation and Change of Owners*

No. 351 Survey held at Glasgow Date 12<sup>th</sup> June 1850

on the Brig Fanny Master Alexander Gange

Tonnage 197 Built at Vanderland When built 1828

By whom built \_\_\_\_\_ Owners Alexander Gange (The Master)

Port belonging to Arg Destined Voyage Calparais

If Surveyed Afloat or in Dry Dock Patent Ship

Last Survey, No. 15272 Port Liverpool Classed 9.A.1

REPAIRS For Continuation and Damage; Scraped the Upper Works from the Lower Part of the Wale to the Gunwales; Shipped the Yellow Metal Sheathing over the Wood Sheathing, i.e. Five Upper Courses and all the Wood Sheathing; Cleaned the Planking, drove out several Deck and Hold Beam Bolts and Treennails for Inspection; Renewed Two After Boards on the Larboard Buttock and One on the Starboard Buttock with American Elm; A number of new Treennails in the Upper Works and Upper Courses of Bottom and several Deck and Hold Beam Bolts; One new Lower Breast Hook Duckee Oak and several Pieces of Ciling at each end and Ciling in the Hold Scraped Clean; 12 new Stanchions Nails and Bulwarks and Head Rail repaired and made good; Several Chain Bolt renewed; Caulked from Five Courses below the Wale over all and Resheathed with Yellow Metal over Felt and Paper to the Wale; New After Piece of False Keel; The whole of the Mast, Girds &c. and Standing and Running Rigging and Sails are entirely Renewed.

We have surveyed this Brig carefully in accordance with the Rules Section 54 and found the Upper Deck and Rinnings, the Upper and Lower Deck Bolts and the Outside Planks through which they pass, the Planksheer, Waterways and Beams where seen, Hawse Timbers, Knightheads, Breasthooks and Transoms, Floors and Keelsons, Planking inside and the Treennails passing through from the Light Water Mark Upward; the Ciling Inside, the Frame and Inner Surface of the Outside Planking where seen, in good Condition, the Sheer and General Form fair and Unaltered.

Present Condition of the

Decks	<u>Good</u>	Treennails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>do</u>	Breasthooks and Stemson	<u>do</u>	Pumps	<u>2 Metal do</u>
Comings	<u>do</u>	Transoms, Pointers, and Crutches	<u>do</u>	Boats	<u>2 do</u>
Upper Deck Beams & Fastenings	<u>Sound &amp; Firm</u>	Timbers of the Frame	<u>do</u>	Masts, Yards, &c.	<u>On Good Condition</u>
Lower Deck Beams & Fastenings	<u>Firm</u>	Keelsons	<u>do</u>	Sails	<u>Complete and Good</u>
Planksheers	<u>Good</u>	Clamps and Shelves	<u>do</u>	Anchors	No. of <u>2 Br. 1 Iron 2 Hedges</u>
Sheerstrakes	<u>do</u>	Ceiling	<u>do</u>	Cables	<u>Complete and 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</u> When put on <u>P<sup>ts</sup> 49x P<sup>ts</sup> 60</u>	Standing & Running Rigging	<u>do do</u>
Plank (Bottom) and Counter	<u>do</u>				

General Observations and Opinion, As in Good Condition and fit for the safe conveyance of dry and Perishable Cargoes to and from all parts of the World  
We are mutually of Opinion that she may be Classed Continued A. 1. for 2 Years from 1849

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

Special..... 4 : 4 : "

Certificate (if required) : : 5 : "

Committee's Minute 18<sup>th</sup> June 1850

Character assigned Class A 1 for 2 years

*Wm. P. Robertson*

*Wm. P. Cunningham*

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