

# REPORT of SURVEY for REPAIRS.

No. 143 on the *B<sup>e</sup> Vigilant* Survey held at *London* Date *April 29 to May 20 1850*  
 Master *Comart*  
 Tonnage *404* Built at *London* When built *1831*  
 By whom built \_\_\_\_\_ Owners *Billington*  
 Port belonging to *Cape Town* Destined Voyage *Cape of Good Hope*  
 If Surveyed Afloat or in Dry Dock *In Commercial Dry Dock and lastly London Dock*  
*ND & S. prs 47*

Last Survey, No. *13692* Port *London* Classed *12<sup>th</sup> 4<sup>th</sup> 4<sup>th</sup> expunged*

REPAIRS At the present time under Special Survey Rule Sec No 54. 60 with a view to reclassing *\*A, 1*. The Outside planking from *Y* Metal upwards scraped tight Treennails and Iron Bolts driven out at various parts for examination. Quarter Galleries taken off and not replaced. The following are new two After Hoods and two Fore Hoods of Sheer Strakes on each side, two Fore Hoods of Tapside each side, one After Hood of Black Strake Stack<sup>2</sup> and two on the Port side, and one Plank of Sheer Strake in Midship on the Port side new of American White Oak; five new Filling Timbers in each Bow Aloft, Head Rails and Nail Hoods off and refitted; Caulked from Yellow Metal upwards to second beam of Deck next the Waterway, two entire Beams and six Arms of others to Lower Deck new of Am Oak and three new Oak Lodging knees to d<sup>o</sup>, *Y* Metal repaired. The Deck, Coamings Upper and Lower Deck Bolts, inside and outside Planking, Treennails, Plank Sheer, Waterway, Beams, knees, Hooks, Knight head, House Timbers, Transoms, Keel, Keelson, Floors and Timbers of the Frame when Present Condition of the Ship may be seen have been examined by us and are in good condition, her original Form appears preserved.

Decks	Treenails	Windlass and Capstan
Waterways } <i>good</i>	Breasthooks and Stemson } <i>good when seen</i>	Pumps
Comings	Transoms, Pointers, and Clutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c. <i>In good order</i>
Lower Deck Beams & Fastenings } <i>d<sup>o</sup> when seen</i>	Keelsons <i>d<sup>o</sup></i>	Sails <i>and sufficient</i>
Plank sheers } <i>part new</i>	Clamps and Shelves <i>d<sup>o</sup></i>	Anchors No. of
Sheerstrakes <i>part new</i> <i>d<sup>o</sup></i>	Ceiling <i>d<sup>o</sup></i>	Cables
Topsides <i>d<sup>o</sup></i> <i>d<sup>o</sup></i>	Rudder <i>d<sup>o</sup></i>	Hawsers and Warps
Wales <i>d<sup>o</sup></i>	Copper <i>Y Metal</i> When put on <i>1847</i>	Standing & Running Rigging
Plank (Bottom) and Counter <i>d<sup>o</sup></i>		

General Observations and Opinion,

This Barque has now been Specially Surveyed by us in conformity with Rule Sec No 54. 60, and we are of opinion that she is now fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world eligible to re class *\*A, 1* and make *S.S 50*

The Amount of Fee.....£ 2 : :  
 Special..... 3 : 3 :  
 Certificate (if required) : 10 :  
*is received by me,*

Committee's Minute *24<sup>th</sup> May 1850* *J. S. Martin*  
 Character assigned *A, 1* *Wm. J. Martin*  
 Special Survey Fee £3-3-0  
 Lloyd's Register Foundation  
 LON 628-0335