

No. 1681 Survey held at Bristol Date 4th May Rec 6/5/52 1852
 on the Brig "Eagle" *what original name* Master Fred. W. Green
 Tonnage 262 Built at Suppor, Bristol When built Suppor, 1838
 By whom built _____ Owners F. W. Green
 Port belonging to Bristol Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Dry Dock and Afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
.....	<u>99</u> <u>7</u>	<u>24</u> <u>6</u>	<u>15</u> <u>-</u>
Scantlings of Timber.					
Room and Space	Inches.	Inches. Middle	Inches. Ends	Thickness of Plank.	
Floors.....	<u>14</u>	Moulded	<u>9 1/2</u>	Outside.	Inside.
1st Foothooks.....	<u>7</u>	"	<u>7</u>	Keel to Bilge	Limber Strakes
2nd Ditto.....	<u>6 1/2</u>	"	<u>7</u>	Bilge Planks	Bilge Planks.....
3rd Ditto.....	<u>6</u>	"	<u>6</u>	Bilge to Wales.....	Ceiling in Flat
Top Timbers	<u>6</u>	"	<u>6</u>	Wales	Ditto Bilge to Clamp
Deck Beams N ^o <u>20</u> Average Space } <u>3ft 6 inches</u>	<u>12</u>	"	<u>6 1/2</u>	Topsides	Hold Beam Clamps
Hold Beams N ^o <u>13</u> Average Space } <u>4 x 8 feet</u>	<u>10</u>	"	<u>10</u>	Sheer Strakes	Deck Beam Ditto.....
Keel	<u>11</u>	"	<u>10</u>	Plank Sheers.....	Ceiling 'twixt Decks
Kelsons	<u>15</u>	"	<u>14</u>	Water-Ways.....	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto.....
					<u>7 1/2</u> <u>10</u>
					<u>8 1/2</u> <u>0</u>
					<u>9 1/2</u> <u>11</u>
Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Limber Strakes....		Hold Beam	
Scarphs of Keel.....N ^o .		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Adriatic Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Adriatic and are _____ free from all defects. The Floors and first Foothooks are composed of 2^d and English Oak Timber. The other Foothooks and Top Timbers of 2^d The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are _____ The Frame is well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is same The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are very close together; their thickness not less than Whole of the entire moulding at that place. The Frame is _____ chocked with _____ Butt at each end of the chock. The Main Kelson is composed of Adriatic Oak and the False Kelson of _____ The Scarphs of the Kelsons are not less than 12 feet _____ inches. The Deck and Hold Beams are composed of Adriatic and English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Adriatic Oak From the first Foothook Heads to the Light Water Mark of 80 From the Light Water Mark to the Wales of 80 The Wales and Black-strakes are of Adriatic & English Oak The Topsides of Mountain Pine The Sheer-strakes and Plank-sheers of Adriatic Oak The Water-ways of Adriatic Oak The Decks of Mountain Pine State of very good The Shifts of the Planking are not less than 4 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 tree between

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

Fastenings.—To Hold Beams bolted through sheer and strakes 6 standard knees and 8 hanging knees on each side Deck Beams downtailed and bolted through the shelf pieces and 8 hanging knees on each side

Number of Breasthooks five Pointers two Crutches three and four transom knees Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes same bolted through and clenched. Treenails of mostly fastened with spikes and through bolts of y.m. about every 6 feet General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature James Wood
Henry Hughes

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.
almost all new

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/2 - 1 1/2	3	Bower,
1	Fore Top Sails,		Hempen Stream Cable		1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	6	1	Kedge,
1	Main Sails,	90	Towlines	5	} <u>good and efficient</u>	
2	Main Top Sails,	90	Warp	4		
and <u>Sails all good</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging good sufficient in size and good in quality.

She has one Long Boat and one

The present state of the Windlass is patent Capstan good and Rudder good Pumps 2 good

General Remarks—Statement and Date of Repairs.

The greater portion of the first and second footboards are new English oak, and also the Ceiling from the Lower deck clamps to the Limber Strakes; three shifts in the Trals on each side—The frame is as sound as timber can be and from the Helson to the Hold-beam Clamps almost a solid body of timber bolted close together. There are 20 Deck beams 6 1/2 by 12 inches, and others between 4 1/2 by 12. only 12 inches apart; the Hold beams are all new English oak.

She has recently had new Sheerstrakes, Plank sheers, Watertways Deck and Topsides—has been thoroughly caulked and sheathed with yellow metal over paper—was scraped clean from the Gunwale to the light work and surveyed in accordance with the Rules section 54 & 60 and in our opinion fit for the safe conveyance of dry and perishable goods to and from all ports of the world and should be classed *A 1 with an Asterisk.

"The repairs of the 'Eagle' were not completed
"until 22nd April last"
View Letter dated 9th May 1852

If Sheathed, Doubled, Felted, or Coppered Ym March 1852 When last done

I am of opinion this Vessel should be Classed *A 1. with an Asterisk

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

Special£ 3 : 3 : -

Certificate (if required)£ : 10 :

Committee's Minute 7th May 1852

Character assigned A 1

James Wood
Henry Haynes

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