

No. 1681 Survey held at Bristol Date 4th May 1852
 on the Brig "Eagle" *what original name* Master Fred^d William Green
 Tonnage 262 Built at Supposed, Trieste When built Supposed, 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. <u>99</u> <u>7</u>	Extreme Breadth	Feet. Inches. <u>24</u> <u>6</u>	Depth of Hold	Feet. Inches. <u>15</u> <u>-</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>14</u>	Inches. Middle <u>9 1/2</u>	Inches. Ends <u>7</u>	Outside.	Inside.
Floors	<u>7</u>	<u>7</u>	<u>7</u>	Keel to Bilge	Limber Strakes <u>4</u>
1 st Foothooks	<u>7</u>	<u>7</u>	<u>7</u>	Bilge Planks	Bilge Planks <u>5</u> <u>4</u>
2 nd Ditto	<u>6 1/2</u>	<u>7</u>	<u>7</u>	Bilge to Wales	Ceiling in Flat <u>3</u>
3 rd Ditto	<u>6</u>	<u>6</u>	<u>6</u>	Wales	Ditto Bilge to Clamp <u>3</u>
Top Timbers	<u>6</u>	<u>6</u>	<u>6</u>	Topsides	Hold Beam Clamps <u>3 1/2</u>
Deck Beams N ^o <u>20</u>	Average Space } <u>3 ft 6 inches</u>	<u>12</u>	<u>6 1/2</u>	Sheer Strakes	Deck Beam Ditto <u>4</u>
Hold Beams N ^o <u>13</u>	Average Space } <u>4 x 8 feet</u>	<u>10</u>	<u>10</u>	Plank Sheers	Ceiling 'twixt Decks <u>3 1/2</u> <u>4</u>
Keel	<u>11</u>	<u>10</u>	<u>10</u>	Water-Ways	Hold Beam Shelves <u>7 1/2</u> <u>10</u>
Kelsons	<u>15</u>	<u>14</u>	<u>14</u>	Upper Deck	Deck Beam Ditto <u>9 1/2</u> <u>11</u>
Copper or Iron.			Size of Bolts in Fastenings, distinguishing whether		
Heel-Knee, and Dead Wood abaft	Inches.	Copper or Iron.		Iron.	
Scarphs of Keel N ^o .		Bolts thro' the Bilge and Limber Strakes		Hold Beam	
Floor Timber Bolts		Butt End Bolts		Deck Beam	
Kelson ditto		Lower Pintle of the Rudder			
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^o and English Oak Timber. The other Foothooks and Top Timbers of 2^o. 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 30. From the Light Water Mark to the Wales of 30. 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 strainers 6 standard knees and 3 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 ym 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 Hood
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 3/4	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		
2	Main Top Sails,	90	Warp	4		
and <i>Sails all good</i>			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 Windlas 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 keelson 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 parts 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,

Special£ 3 : 3 : -

Certificate (if required)£ : 10 :

Committee's Minute 7th May 1852

Character assigned A 1

James Hood
Henry Hayes

[Signature]