

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at London Date, first Survey 23rd June Last Survey July 1876
605 on the S.R. "Royal Eagle" Master E. Allen

TONNAGE under Tonnage Deck 120
 Ditto of Spar Deck, or Avning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 120
 Crew Space, as per Rule
 Register Tonnage, cut on Beam 120
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.
 Built at Littlehampton When built 1824
 Owners E. Allen Port belonging to London
 Residence
 By whom built
 Destined Voyage Mountain Dry Dock

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
 Years assigned 12 Character in Register Book *F 1
 Classified 12 46

Last Survey, No. 392 Port Waterford

REPAIRS, OR EXAMINATION AS PER RULE Classing A.E. omitted

Bottom and keel examined, hold cleared and staves made, all limbers and air courses cleared, and new listings cut at ends, Treennails and Bolts driven out as per Rule, wood linings stripped off windlass, and cables ranged on deck, and the Rule fully complied with.

How done - Upper piece of Stem new of English Oak on Port Bow four rough tree stanchions, one top timber and covering board new of Baltic Oak, one length of sheer stake and one top side plank, with six lengths of 2 1/2 doubling new of Pitch Pine, Port haire pipe new, windlass lining new of American Elm; Port side lower hold six shifts of ceiling forward and seven aft, Starboard side five shifts forward and nine shifts aft renewed with Pitch Pine, Boussois new P. Pine & vessel caulked and all P.T.O.

Present Condition of the		Treenails		Windlass and Capstan	
Decks	<u>Good</u>		<u>Good</u>		<u>Good</u>
Waterways	<u>"</u>	Breasthooks and Stemson	<u>"</u>	Pumps	<u>"</u>
Comings	<u>"</u>	Transoms, Pointers, and Crutches	<u>"</u>	Boats	<u>"</u>
Upper Deck Beams & Fastenings	<u>"</u>	Timbers of the Frame at the openings	<u>"</u>	Masts, Yards, &c.	<u>"</u>
Lower Deck Beams & Fastenings	<u>"</u>	Ditto Ditto at other places	<u>"</u>	Condition, how ascertained	<u>from deck</u>
Planksheers	<u>"</u>	Keelsons	<u>"</u>	Sails	<u>Good</u>
Sheerstrakes	<u>"</u>	Clamps and Shelves	<u>"</u>	Anchors No. of	<u>2 1/2 18 15 15 15</u>
Topsides	<u>"</u>	Ceiling	<u>"</u>	Cables	<u>150 faths Good</u>
Wales	<u>"</u>	Rudder	<u>"</u>	Hawsers and Warps	<u>and</u>
Plank (Bottom) and Counter	<u>"</u>	Copper <u>Tar</u> When put on <u>now</u>		Standing rigging	<u>sufficient</u>
Engine Room Skylights	<u>"</u>	Caulking of		Cargo and Main Hatchways	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>"</u>	Bottom, Deck, & Waterways	<u>Good</u>	Hatches	<u>Good</u>

General Observations, Opinion as to Class, &c. This Vessel is now in good and efficient condition, and fit in my opinion, for the safe conveyance of dry and perishable cargoes on short Voyages, and eligible to be Classed A.E. for 4 years

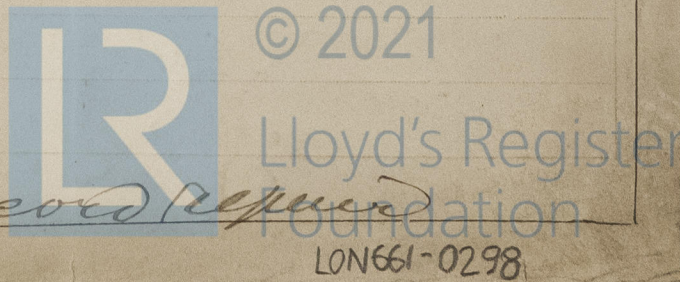
The Amount of Entry Fee ... £ : 10 : received by me, at Thos W. Blazell
 10/7/76 Special ... £ : 4 : 18th July 1876
 Certificate (if required) ... £ : 2 :
 (Travelling Expenses, if any, £)

Committee's Minute 18th July 1876

Character assigned A.E.

TRW S.S. 76-4444 record repair
 LON661-0298

[3,000-9/5/76.] The Surveyors are requested not to write on or below the space for Committee's Minute.



35593 Jan.

This Vessel as per bills produced was doubled with $2\frac{1}{2}$ Pine from keel to wales in 1870-9 mo. and from wales to gunwale in 1873-4 mo. fastened with through keennails and Iron bolts, decks doubled with 2 in Red Pine, Foremast & topmast new of Pitch Pine, comings and cat heads new of Oak, and sundry minor repairs at a cost of \$578.

Thos W. Blasely.



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Foundation