

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at London Date, first Survey 19/5/77 Last Survey 17 October 1877
645 on the Sr Royal Eagle Master E. Allen

TONNAGE under Tonnage Deck 120
 Ditto of Spar Deck, or Awning 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' mer, cut on Bm.
 Built at Littlehampton When built 1824
 Owners E. Allen Port belonging to London
 Residence
 By whom built
 Destined Voyage
 If Surveyed Afloat or in Dry Dock Fountain Dry Dock Liphidon
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 12 Character in Register Book. A 1
 Last Survey, No. 36316 Port London S.S. Lon 76. 4 yrs 7.76

REPAIRS, OR EXAMINATION AS PER RULE upon survey for Damage.

This vessel has now been surveyed on account of damage received through collision with a steamship and defects were exposed which together with the damage has necessitated the following repairs.

Starboard Side. 16 top-timbers - 8 hling of Italian + Baltic Oak and 8 of P. Pine. 3 Fillings. Oak and 6. P. Pine. 1 Oak rough tree. 35 ft of Clamp. P. Pine. 19 ceiling planks of P. Pine. 2 planks of Sheerstrake. 63 ft of waterway. Oak and P. Pine. 60 ft of Covering board. P. Pine. Bow rail + warping chock renewed with E. Elm. 9 cross chocks. 1 Oak. Cathead renewed with 8. Oak. 2 lodging knees renewed with Oak. 3 iron hanging knees repaired, 1 rider knee repaired and 1 renewed and 8 iron lodging knees fitted.
 Port Side. 25 top-timbers renewed with Ital + Baltic oak and 6 of P. Pine. 5 fillings of Oak and 8 of P. Pine. 2 fillings of Oak and 2 of P. Pine. 39 ft of clamps. P. Pine. 16 ceiling planks. 1 plank of sheerstrake. and 56 ft of waterway - all of P. Pine.

P.T.O

Present Condition of the	Good	Treenails	Good	Windlass and Capstan	Good
Decks	Good	Breasthooks and Stemson	Good	Pumps	Good
Waterways	Good	Transoms, Pointers, and Crutches	Good	Boats	Good
Comings	Good	Timbers of the Frame at the openings	Good	Masts, Yards, &c.	Good
Upper Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Condition, how ascertained	All new
Lower Deck Beams & Fastenings	Good	Keelsons	Good	Sails	Good
Planksheers	Good	Clamps and Shelves	Good	Anchors No. of	2B. 1S. 1K
Sheerstrakes	Good	Ceiling	Good	Cables	Good + sufficient
Topsides	Good	Rudder	Good	Hawsers and Warps	Good
Wales	Good	Copper	When put on	Standing & Running Rigginy	Good
Plank (Bottom) and Counter	Good	Caulking of	Good	Cargo and Main Hatchways	Good
Engine Room Skylights	Good	Bottom, Deck, & Waterways	Good	Hatches	Good
Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good		

General Observations, Opinion as to Class, &c.

The repairs this vessel has now undergone are equivalent to the survey for the A character as required by Sec 61. except in regard to the particulars noted above which were complied with on the preceding survey in 1876. We are of opinion that she is eligible to remain as classed and that S.S. Lon 77. 4 yrs may be recorded in the Register Book.

The Amount of Entry Fee ... £ 10 : 0 : 0 received by me, 19/10/77
 Special ... £ 4 : 4 : 0
 Certificate (if required) ... £ 2 : 6 : 0
 Travelling Expenses, if any, £
 Committee's Minute
 Character assigned A 1
10th January 1878
S.S. 77 - 4 yrs

S. Hearle
 Surveyor to Lloyd's Register of British and Foreign Shipping.

36838 *Low*

50 ft of covering board - P. Pine. 2 lodging knees - Oak. 1 Rider knee repaired and 1 new and 8 new lodging knees fitted

9 Deck beams renewed. 7 of ^{and S. Oak} P. Oak and 2 of P. Pine. 2 half beams of P. Pine. 2 of S. Oak. 1 scarfed beam of Greenheart. Main deck renewed with Spruce framing to mast partners - Oak & P. Pine all renewed. Pall bolts & carking too renewed with Oak. Windlass repaired - having been first stripped and unhooked. Foremast - jib-boom and fore yard renewed with P. Pine.

The chain cables were roused in 1876 - and the whole of the requirement for S. S. for E class were then complied with. Under these circumstances the cables have not now been examined nor have the middle line bolts been examined.

C. Shearle

Senhouse Martindale



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