

No. 632 Survey held at Littlehampton Date July 1851 ^{20/11/52} Jan 28 1852
on the New Barque "Early Bird" Master Robert Fraser
Tonnage 348 ⁴²/₂₄ Built at Littlehampton When built 1852
By whom built Henry Harvey Owners James Shephard
belonging to London Destined Voyage Jamaica
Surveyed Afloat or in Dry Dock On the Stocks

Length aloft	Feet. 118	Inches. 4	Extreme Breadth	Feet. 25	Inches. 0	Depth of Hold	Feet. 17	Inches. 2
Scantlings of Timber.			Thickness of Plank.					
Room and Space	25 1/2	Inches.	Outside.			Inside.		
Floors	10 1/4	Moulded	Keel to Bilge	3	Inches.	Limber Strakes	4	Inches.
1st Foothooks	9 1/2	"	Bilge Planks	3 1/4	"	Bilge Planks	3 of 4	"
2nd Ditto	9 1/10	"	Bilge to Wales	3 1/4	"	Ceiling in Flat	2 1/2	"
3rd Ditto	8 1/2	"	Wales	4 1/2	"	Ditto Bilge to Clamp Shelf	2 1/2	"
Top Timbers	8	"	Topsides	3	"	Hold Beam Clamps		"
Deck Beams N° 24	3 ft 10 in	"	Sheer Strakes	2 of 3 1/2	"	Deck Beam Ditto		"
Hold Beams N° 15	4 ft 8 in	"	Plank Sheers	3 1/2	"	Ceiling 'twixt Decks	2 1/2	"
Keel	11 1/2	"	Water-Ways	4 1/2	"	Hold Beam Shelves	7 1/2 to 10	"
Kelsons	14	"	Upper Deck	4	"	Deck Beam Ditto	7 1/2 to 10	"
Size of Bolts in Fastenings, distinguishing whether			Lower deck Waterway					
Heel-Knee, and Dead Wood abaft	1 1/4	Inches.	Yellow Metal			Iron		
Scarphs of Keel N° 10	1	"	Bolts thro' the Bilge and Limber Strakes	3/4	"	Hold Beam	1	"
Floor Timber Bolts		"	Butt End Bolts	3/4	"	Deck Beam	7/8	"
Kelson ditto	all in Kelson	"	Lower Pintle of the Rudder	3/8	"			"
Transoms and throats of Hooks	1	"			"			"
Arms of Hooks	3/4	"			"			"

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 3 to 6 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are quite free from all defects.

The Floors and first Foothooks are composed of Eng Oak Timber.

The other Foothooks and Top Timbers of Eng Oak

The Shifts of the first and second Foothooks are not less than 3 ft 11 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Good

The Frame is quite squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is quite square

The ~~alternate~~ Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. except after about 1 in less than 1/3

The Frame is Cross chocked with a Butt at each end of the chock.

The Main Kelson is composed of Greenheart and the False Kelson of

The Scarphs of the Kelsons are not less than 7 feet 4 inches.

The Deck and Hold Beams are composed of Eng Oak & E. I. Teak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am Rock Elm

From the first Foothook Heads to the Light Water Mark of Eng Oak & E. I. Teak

From the Light Water Mark to the Wales of Eng Oak & E. I. Teak

The Wales and Black-strakes are of Eng Oak & E. I. Teak The Topsides of Eng Oak & E. I. Teak

The Sheer-strakes and Plank-sheers of Eng Oak & E. I. Teak The Water-ways of Eng Oak & E. I. Teak

The Decks of Am Yellow Pine State of New

The Shifts of the Planking are not less than 5 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 Worce between

Planking Inside.—The Limber-strakes are composed of Greenheart the Bilge Planks of Greenheart

The Ceiling, Lower Hold, of Eng Oak Greenheart & E. I. Teak Between Decks of Eng Oak & E. I. Teak

Shelf Pieces of E. I. Teak & Eng Oak Clamps of E. I. Teak

Fastenings.—To Hold Beams dovelled into Shelf 15 pairs of Hanging knees, & 4 pair of Standard Pins

Deck Beams Dovelled into Shelf & Waterways and 24 pairs of Hanging knees, 4 pairs of them Standard Pins

Number of Breasthooks Six Pointers Two of Iron Crutches one of Iron

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Yellow Metal & bolted through and clenched. Treenails of Eng Oak Engine Turned

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

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		inches.	N ^o .	
2	Fore Sails,	220	Chain	1 5/16	3	Bower, ^{cut 2 to} 18.1.0 - with dills
2	Fore Top Sails,	90	Hempen Stream Cable	7	1	Stream, 5.1.18
1	Fore Topmast Stay Sails,	90	Hawser ... Chain	7/8	1	Kedge, 2.0.20
1	Main Sails,	90	Towlines	5 1/2		
2	Main Top Sails,	120	Warp	3 1/2		
and 2 Fbs. 1 Miz. 1 Main Stence 3 Topgallant track. 1 Jolly Topmast			All of <u>good</u> quality.			
Her Standing and Running Rigging <u>is new</u> sufficient in size and <u>good</u> in quality.						
She has <u>1</u> Long Boat and <u>1 Jolly Boat</u> & <u>1 Skiff</u> & <u>1 Dingy</u>						
The present state of ^{Patent} the Windlas is <u>new</u> Capstan ^{Iron} <u>new</u> and Rudder <u>new</u> Pumps <u>2 of Metal new</u>						

General Remarks—Statement and Date of Repairs.

All the bolts in the knees, breastworks, crutch, transoms, joistens, Nelson, shelfpieces, are through and clenched on rings of the same metal as the bolts. There are two bolts in the pinbles and braces of the Rudder, through the Main Post and Main Piece of Rudder, and clenched.

There is one Iron Bolt in one of the Transoms, which could not be got out, when detected, but there is a Yellow Metal ^{bolt} also through the same transom. There is also an Iron Bolt in the Upson, which could not be got out, when detected, but there are plenty of Yellow Metal Bolts through the Middle Line fastenings, independent of the Iron Bolt named—
James Martin has Surveyed this Vessel—

The Wing Transom has a knee to each end.

There are Bolls on both sides of the Counter, and the Counter timber feet are about 1 foot below the Deck Beam against the Sternpost, and the timber feet are made solid to the beam, and bolted through it—

If Sheathed, Doubled, Fitted, or Coppered Yellow Metal & Wales on the When last done new
bare plank

I am of opinion this Vessel should be Classed 13 Years

The Amount of the Fee.....£ 4 : : is received by me,

(Order No. 1) Special£ 17 : 8 :

Certificate (if required)£ : :

Committee's Minute 30th Jan'y 18 52

Character assigned A 1 for 13 yrs



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