

No. 2129, Survey held at Worcester, Date 18th Nov 1873
on the Ship Black Prince, Master Wm Hughes
Tonnage Old 919, Built at Blackburn, When built 1863 Launched Aug 1863
By whom built Wm Hall & Co Owners Wm Hall & Co
Port belonging to London, Destined Voyage Chilana
Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
105			32			19		
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
Timber and Space			Garboard Strakes			Limber Strakes		
10	19 1/2	1 1/2	6	4 1/2		3	4 1/4	
Floors			Garboard to Bilge			Bilge Planks		
4 1/2	19 1/2	1 1/2	6	4 1/2		3	4 1/4	
1st Foothooks			Bilge Planks			Ceiling in Flat		
			6	4 1/2		3	3 1/4	
2nd Ditto			Bilge to Wales			Ditto Bilge to Clamp		
			6	4 1/2		3	3 1/4	
3rd Ditto			Wales			Hold Beam Clamps		
3 1/4	4 1/2	3 1/2	5 1/2	4 1/2		none		
Top Timbers			Topsides			Deck Beam Ditto		
4 1/2	4 1/2	3 1/2	5 1/2	4 1/2		none		
Deck Beams			Sheer Strakes			Ceiling 'twixt Decks		
4 1/2	4 1/2	3 1/2	5 1/2	4 1/2		2 3/4	2 3/4	
Hold Beams			Plank Sheers			Hold Beam Shelves		
4 1/2	4 1/2	3 1/2	5 1/2	4 1/2		none		
Keel			Water Upper Deck			Deck Beam Ditto		
15 1/2	10	20	12 1/2	14 1/2		none		
Scarp of Ditto			Ways					
7 1/2	7 1/2	7 1/2	12 1/2	14 1/2				
Keelsons			Ditto, faying surface					
10	24	9 1/2	12 1/2	14 1/2				
Scarp of Ditto			Upper Deck					
3 1/4	4 1/2	3 1/2	4	3 1/2				

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Dead'w'd abaft	Copper or Y.M. in ship.	Iron in ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in ship.	Iron in ship.	Inches required per Rule	Hold Beam	Waterway	Copper or Y.M. in ship.	Iron in ship.	Inches required per Rule
15 1/2		15 1/2		Arms of Hook	1 1/2	1 1/2		Bolts in	Knees			
Scarp of Keel, N° 8	1 3/4	1 3/4		Thro' Bilge & Limber Strakes	1 1/2	1 1/2		Deck Beam	Waterway	15 1/2	15 1/2	
Keelson Bolts through Keel at each Floor				Thickstuff over Double Floors				Bolts in	Knees			
Bolts thro' Heels of Timbers against Deadwood				Butt End Bolts	3 1/2	3 1/2		Nails or Bolts in Flat of Deck	Shelf or Clamp			
				Pintles of the Rudder	3 1/2	3 1/2		Treenails				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 Inches. The Space between the Top-Timbers is 16 Inches.

The Floors consist of Iron & the whole The First Foothooks of —

The Second Foothooks of of the same The Third Foothooks and Top Timbers of —

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 — squared from the First Foothook Heads upwards, and — free from sap, and from thence downwards, the

frame is Good

The alternate Frames are — bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place.

The Frame is — chocked with — Butt at each end of the chock. The Main piece of Rudder is Teak of Windlass is Iron

The Keel Iron & the whole The Main Keelson is Iron & the whole and is free from all defects.

The Stem and Stern Post of Iron & the whole The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Iron & the whole Deadwood, Iron & the whole and are well free from all defects.

The Deck and Hold Beams Malacca bull The Breasthooks of Iron The Knees of None required

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Iron & the whole

or to the First Foothook Heads

From the above named Height to the Light Water Mark Teak

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak The Topsides & Sheer-strakes Teak

The Spirketting and Plank sheers Teak The Water-ways { Upper Deck Teak

The Decks Yellow pine & Teak Lower Deck Iron State of Sticks good

The Shifts of the Planking are not less than Six 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 Shore between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Teak

The Ceiling, Lower Hold, and between Decks Teak Shelf Pieces and Clamps None required

Fastenings.—To Hold Beams Iron & the whole rivetted to the frames

as shown in the margin

Deck Beams secured the same

Number of Breasthooks Four Pointers None required Crutches Four

Butts End Bolts are Galvaniz in the Bottom, and Two Bolt in each Butt End through and clenched

Bilge and Limber Strakes — bolted through and clenched. Treenails of None How Made —

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Wm Hall & Co Surveyor's Signature Wm Hall & Co

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

2129 abn

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and all new.

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of good quality.

Fathoms.

Inches.

Bower,

Stream,

Kedge,

N^o.

Weight.

3

1

2

2

2

2

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

She has one Long Boat and 3 others.

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 good.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the
plank be painted or paved }

April 8th 1843.

May 8th

August 4th 1843.

This vessel is well built, with iron frames & wood skin for the twelve years grace, under a permanent water tight roof. But not in accordance with Rule for an additional period of another year, being only seven months building. She has obtained her certificate of registry for the first time, built in accordance with Rule Sect 37 & 38. An iron plate on top of keel 3/4 thick by 24 inches, extending from upper part of fore & after wood knee to upper part of after wood knee, bolted through the keel & garboard strakes, all four aft. The floor plates & the heels of frames forward & aft are rivetted to the said plate. The garboard strakes are longitudinally bolted to the keel. Search other with 1 inch galvanized iron diagonal plates outside the frames, extending from the midship frame at the gunwale, down to the fore & after wood knees, 12 in by 9 in rivetted to each frame. Bilge beams, plates 9 in by 8 in deep with double angle braces 9 in by 5 in. Floor plates at bilge beams 7 in deep. Stringer plates at beam ends 3/4 by 24 inches. Iron each side of hatchways on top of beams 3/4 by 12 in. 16 pair of diagonal plates 3/4 by 4 in, extending from bilge to bilge beam stringer plates at beam ends. And 18 pair of d. between decks extending from upper to lower deck, thinners rivetted to each frame. The whole of the rivets used are in accordance with Rule.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good.

If Sheathed, Doubled, Felted, or Coppered Coppered & papered underneath, When last done 1843.

I am of opinion this Vessel should be Classed 12 A. 1.

The Amount of the Fee.....£ 5 : 0 : is received by me, Wm. Hallis.

Special£ 37 : 11 :.

Certificate£ 42 : 10 :.

Committee's Minute 15th September 1843

Character assigned A 1 for 12 Years

Iron frame-planked-

Plank to 13 in

Exp. (B.S.)

Water survey while building.

Feb 2nd 1843.

March 3rd 11. 21. 25

April 3rd 7. 18. 22. 27.

May 2nd 8. 15. 21. 26. 28.

June 3rd 13. 16. 19. 21.

July 2nd 9. 11. 14. 24.

Sept 2nd 5th 1843.

Lloyd's Register
Foundation