

# IRON SHIPS.

Rec 24/8/54 to

No. 12806 Survey held at Liverpool Date July 1st 1854  
 on the Screw Steamer "Black Prince" Master James Lamb  
 Tonnage Gross 502, Engine Room 42 Register 404 Built at Liverpool  
 When Built 1854 By whom built Thomas Hornum & Co Owners General Iron Screw Colliery Co  
 Port belonging to Liverpool Destined Voyage Coasting  
 If Surveyed Afloat or in Dry Dock whilst building Specially

Length aloft ..... 100 Feet. 100 Inches. Extreme Breadth.... 26 Feet. 6 Inches. Depth from Beam to top of Keel Floor... 16 Feet. 6 Inches. Power of Engines.... 70-2 Horse No.

Distance between Floors amidships	Feet.	Inches.	Sketch, when necessary.	Stem, if bar iron, moulding and thickness	Inches.	8ths.	Sketch, when necessary.
Distance between Floors amidships	100	15		Stem, if bar iron, moulding and thickness	6	2 1/2	
" " " forward and aft		20		" if plate iron, breadth and thickness			
" " Ribs amidships	100	15		Stern-post, if bar iron, moulding and thickness	7	1/2	
" " " forward and aft		20		" " if plate iron, breadth and thickness			
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	3	3	3/8	Keel, if bar iron, depth and thickness	6	2 1/2	
" depth & thickness of Plate at mid line		30	7/16	" if plate iron, breadth and thickness			
" " " at turn of bilge			run straight across	Garboard Plates, thickness			
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	3/8	" to bilge			
Ribs, Size of Angle Iron, single or double	4	3	7/16	Bilge			
" " Reversed Iron, to every frame or every	3	3	3/8	" to Wales			
Beams, Deck (No. 58) double or single Angle Iron	5	3	7/16	Wales			
" depth & thickness of plate amidships			TL	Topsides			
" double or single Angle Iron, on lower edge of	4	3	3/8	Sheerstrakes			
" average space between			2 1/8	Planksheers			
" wood (No. ) sided & moulded				Gunwale Plate or Stringer			
" Hold, (No. 10) double or single Angle Iron	5	3	3/8	Waterway			
" depth & thickness of plate amidships			TL	Deck			
" double or single Angle Iron, on lower edge				Ceiling in flat			
" average space between			1 1/2	Bilge Planks inside			
" if wood (No. ) sided & moulded				Ceiling from Bilge to Clamps			
" Paddle, wood, sided and moulded or if Iron, size of Plate				Hold Beam Clamps			
" Engine				" " Shelf			
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions				" " Stringers			
" Side or Bilge				Ceiling between Decks			
" Number				Stringers			

Transoms, material or, if none, in what manner compensated for. round staves  
 Knight-heads 8. Oak  
 Hawse Timbers Am. Oak are they free from defects? yes  
 The Ribs extend in one length from the false bottom to the gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from bilge to bilge

Keelson, if wood, length of scarp if iron, how are the various lengths connected? joined by plate let down between the floor & connected to the ribs

Plates, Garboard, double or single rivetted to keel, with rivets (One ins.) diameter averaging (1/2 to the lineal foot) from centre to centre of rivet.  
 edges from Garboards to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (1/2 in.) from centre to centre of rivets.  
 butts from Garboards to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No  
 edges from bilge to wales, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (1/2 in.) from centre to centre of rivets. 5/2 to the lineal foot  
 butts from bilge to wales, worked carvel with a lining piece (7/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes  
 edges of wales and to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (1/2 in.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides As per sketch Explain by sketch,   
 Waterway " " planksheer and to the Beams (if necessary). bolted down to Deck Beams & Gunwale Stringer Plate  
 Side trussing breadth and thickness of plates how secured  
 Deck trussing  
 Deck Beams, how secured to the side the reverse "Angle Iron" on "Hold" Beams & main Beams amid, has a tree trunk at ship's side, where they are fastened to the frame, the remainder of Beams have pieces of plate iron  
 Hold " "  
 Paddle " "  
 No. of breasthooks 3 crutches how are pointers compensated?  
 What description of iron is used for the angle iron and bar iron in the vessel?  
Best drops here iron Thomas Hornum & Co  
 Builder's Signature.

IRON 431-0225

654 Iron

**Workmanship.** Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *yes*  
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes*  
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Mid*  
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *yes*  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *some few*  
 Was the plating caulked internally in the wake of the frames or ribs? *no*

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .	Cwt	
<i>One full mast</i> Fore Sails,	240	<i>Certificate produced</i> Chain	3	14	<i>14 Pigeon of Galley</i>
Fore Top Sails,	90	<i>Wm</i> Hempen Stream Cable	1	4 1/2	
Fore Topmast Stay Sails,	90	Hawser	1	3	
Main Sails,	90	Towlines	5		
Main Top Sails,	90	Warp	3		
		All of <i>good</i> quality.			

Her Standing and ~~Running~~ Rigging *is* *Wm* sufficient in size and *good* in quality.

She has *One* Long Boat and *One 5th Port*

The present state of the Windlass is *good* Capstan *Wm* and Rudder *good* Pumps *good*

**GENERAL REMARKS.**

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

*Black Prince*  
*12806*  
*Iron plate found in London*

In what manner are the surfaces preserved from oxidation? *Coated with Paint*

I am of opinion this Vessel should be classed *A1*

The amount of the Fee .....£ 5: - - is received by me, *Wm*  
Special .....£ 20: 14: - *8/9/54 23/8/54*

Certificate (if required) .....£ *gratis*

Committee's Minute *20th Sept. 1854*

Character assigned *A1*  
*Build of Iron*

*G. F. Moran*  
*J. B. a*

