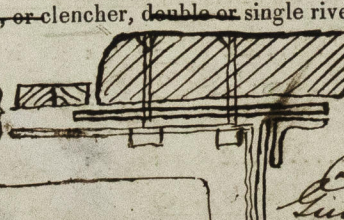


IRON SHIPS.

No. 12806 Survey held at Liverpool Date July 1st 1854
 on the Screw Steamer "Black Prince" Master James Lane
 Tonnage Gross 502, Engine Room 47 42 Register 404 700 Built at Liverpool
 When Built 1854 By whom built Thomas Vernon & Co Owners General Sir James Collier
 Port belonging to London Destined Voyage Coasting
 If Surveyed Afloat or in Dry Dock Whilst Building Specially

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	100	"	26	6	16	6	70-2
Distance between Floors amidships	100	15				Stem, if bar iron, moulding and thickness	6	2 1/4		
" " " forward and aft	100	20				" if plate iron, breadth and thickness	7	1/4		
" " Ribs amidships	100	15				Stern-post, if bar iron, moulding and thickness	7	1/4		
" " " forward and aft	100	20				" " if plate iron, breadth and thickness	6	2 1/4		
Floors, Size of Angle Iron, and No. at	3	3	3/8			Keel, if bar iron, depth and thickness	6	2 1/4		
bottom of Floor Plate	30	1/4				" if plate iron, breadth and thickness				
" depth & thickness of Plate at mid line	30	1/4				Garboard Plates, thickness				
" " " at turn of bilge	30	1/4				" to bilge				
" Size of Reversed Angle Iron, and No. at top of Floor Plate	4	3	7/16			Bilge				
Ribs, Size of Angle Iron, single or double	3	3	3/8			" to Wales				
" " Reversed Iron, to every frame or every	5	3	7/16			Wales				
Beams, Deck (No. 58) double or single	5	3	7/16			Topsides				
Angle Iron	4	3	3/8			Sheerstrakes				
" depth & thickness of plate amidships	4	3	3/8			Planksheers				
" double or single Angle Iron, on lower edge of mid. beam	5	3	3/8			Gunwale Plate or Stringer				
" average space between	5	3	3/8			Waterway				
" wood (No.) sided & moulded	5	3	3/8			Deck				
" Hold, (No. 10) double or single	5	3	3/8			Ceiling in flat				
Angle Iron	5	3	3/8			Bilge Planks inside				
" depth & thickness of plate amidships	5	3	3/8			Ceiling from Bilge to Clamps				
" double or single Angle Iron, on lower edge	5	3	3/8			Hold Beam Clamps				
" average space between	5	3	3/8			" " Shelf				
" if wood (No.) sided & moulded	5	3	3/8			" " Stringers				
" Paddle, wood, sided and moulded or if Iron, size of Plate	5	3	3/8			Ceiling between Decks				
" Engine	5	3	3/8			Stringers				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	5	3	3/8			Deck Beam Clamps				
" Side or Bilge	5	3	3/8			" " Shelf				
" Number	5	3	3/8			Stringers in Hold				
Transoms, material or, if none, in what manner compensated for.	5	3	3/8			Deck, Lower				
Knight-heads	5	3	3/8							
Hawse Timbers	5	3	3/8							
The Ribs extend in one length from the fore bottom to the stern	5	3	3/8							
The reverse angle irons on the floors extend in one length across the middle line from bilge to bilge	5	3	3/8							

Keelson, if wood, length of scarp 5 1/2 to the fore
 Plates, Garboard, double or single rivetted to keel, with rivets (one ins.) diameter averaging (5 1/2 to the fore) from centre to centre of rivet.
 edges from Garboards to turn of bilge, worked carvel with a lining piece (5 1/2 to the fore) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (5 1/2 to the fore) from centre to centre of rivets.
 butts from Garboards to turn of bilge, worked carvel with a lining piece (5 1/2 to the fore) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (5 1/2 to the fore) 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 (5 1/2 to the fore) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (5 1/2 to the fore) from centre to centre of rivets.
 butts from bilge to wales, worked carvel with a lining piece (5 1/2 to the fore) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (5 1/2 to the fore) 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 (5 1/2 to the fore) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (5 1/2 to the fore) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides Angle Iron Explain by sketch, 
 Waterway " " planksheer and to the Beams (if necessary) how secured Plank Sheer 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 "Hole" beam & main Beams and, has a tree trunk at ship's side, where this is fastened to the frame, the remainder of Beams have traces of plate iron
 Hold " " " "
 Paddle " " " "
 No. of breasthooks 3 crutches 3 how are pointers compensated?
 What description of iron is used for the angle iron and bar iron in the vessel?
Best Shropshire Iron Thomas Vernon & Co
 Builder's Signature.

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 ^o .		Fathoms.		Inches.	N ^o .	
<i>Mc Gill Unit</i>	Fore Sails,	<i>240</i>	Chain	<i>1 1/4</i>	<i>3</i>	Bower,
	Fore Top Sails,	<i>90</i>	<i>Certificate produced</i>	<i>7/8</i>	<i>1</i>	Stream,
	Fore Topmast Stay Sails,	<i>90</i>	<i>Wm</i>	<i>1 1/8</i>	<i>1</i>	Kedge,
	Main Sails,	<i>90</i>	Hawser	<i>5</i>		
	Main Top Sails,	<i>90</i>	Towlines	<i>3</i>		
			Warp			
			All of <i>good</i> quality.			

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

She has *no* Long Boat and *no other* Boat

The present state of the Windlass is *good* Capstan *good* 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.

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, *paid*
Special£ *20* : *14* : - *8/9/54* *23/8/54*

Certificate (if required)£ *gratis*

Committee's Minute *20th Sept.* 18*54*

Character assigned *A1*
Build of Iron

G. T. Mearns

J. B. A.



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Lloyd's Register
Foundation

Black Prince
12806
Good state of repair in London