

No. 129 Survey held at London Date 2 March 30th 1835
on the Ship Prince of Wales Master Royal
Tonnage 351 Built at London When built 1793
By whom built Brent Owners Hudsons Bay Company
Port belonging to London Destined Voyage Hudsons Bay
If Surveyed Afloat or in Dry Dock _____

Length aloft.....		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
Scantlings of Timber.											
Timber and Space.....	each	13									
Floors.....	sided	12		Moulded	12						
1 st Foothooks.....	"	10		"							
2 nd Ditto.....	"			"							
3 rd Ditto.....	"			"							
Top Timbers	"	9	10	"	7 1/2						
Deck Beams	"			"							
Hold Beams	"			"							
Keel	"			"							
Kelsons	"	13		"	14						
<i>Sister Kelsons - 12 by 11 & Kiding Kelsons 13</i>											
Thickness of Plank.											
Outside.						Inside.					
Keel to Bilge						Foot Waling.....					
Bilge Planks						Bilge Planks					
Bilge to Wales						Ceiling in Flat					
Wales						Ditto Bilge to Clamp					
Topsides						Hold Beam Clamps					
Sheer Strakes						Deck Beam Ditto.....					
Plank Sheers.....						Ceiling 'twixt Decks					
Water-ways						Hold Beam Shells					
Upper Deck						Deck Beam ditto					
<i>Lower Deck Waterways</i>											
Size of Bolts in Fastenings.											
Copper.				Copper.				Iron.			
Heel-Knee, and Dead Wood abaft				Bolts thro' the Bilge and Foot Waling.....				Hold Beam.....			
Scarphs of Keel.....N°.				Butt End Bolts				Deck Beam			
Floor Timber Bolts.....				Lower Pintle of the Rudder							
Kelson ditto.....											
Transoms and throats of Hooks								same in Iron above the Copper			
Arms of Hooks											

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Two Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are apparently free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of Do as far as can be seen

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

The Frame is well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is well squared

alternate Frames are _____ bolted together.

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 Kelson is composed of English Oak and the False Kelson & Sister Kelsons of the same

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

The Deck and Hold Beams are composed of Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Oak

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____

The Wales and Black-strakes are of English Oak

The Topsides of Oak

The Sheer-strakes of Do

The Gunwales of Do Water-ways of Do

The Shifts of the Planking are not less than 5 feet N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Oak the Stringers of Do

The Bilge Planks of Do and the remainder of the Ceiling of Do

Fastenings.—To Hold Beams 2 Yew Wood Loggins Knives 3 Pairs of Staves and upon the Pair under the Beams,

Deck Beams One Yew Wood Loggin & One Yew Wood Knive at each end

Number of Breasthooks 6 Two Pairs of Pointers Two Pairs of Beltings Crutches Transoms Knives

Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name _____

Surveyor's Name George Bayley



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Her Masts, Yards, &c. are in 1294 Don condition, and sufficient in size and length. No Mast

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
Fore Sails,	390	Chain	3 Bower
Fore Top Sails,	one	Hempen Stream Cable.....	1 Stream,
Fore Topmast Stay Sails,	one	Hawser	2 Kedge,
Main Sails,		Towlines	All of proper weight.
Main Top Sails,	three	Warps	12 Iron Anchors
and in good condition		All of <u>good</u> quality.	

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

She has one Long Boat and Two Quarter Boats

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

This Ship has evidently been kept up with great care and has at various times received extensive Repairs—
It stated to have had ^{part} new keel and lower stem in 1827
New Sides in 1832 New Deck in 1829—

In addition to the Breast Hooks & Takings she has 2 pair of diagonal
Riders forward. Two Iron Floor Riders under Foremast & two
Futtock Riders is choaked between the Floors and the keelson
is bolted through every Floor— The Doubling aloft is 3½ thick of
English Oak well shifted and throughfastened—

Repairs at present time Sides, Wales and Decks caulked
part new false keel, One Upper Deck Beam clamped
some knees shifted and the Deck fastenings examined—
It is now in a substantial state of repair—

All Timbers, Plank, Beams, knees, Breast Hooks
Takings, Apron, Transoms, Stern Post, Deck, Waterways,
Comings & Plank sheers are all in good condition

If Sheathed, Doubled, or Felted, Doubled
and Date when last done Part in 1816 & Flat in 1832

And Saw of opinion this Vessel should be Classed A1 George Bayley

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, [Signature]

Committee Minute 1 April 1835

Character assigned A1 [Signature]



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