

No. 458 Survey held at Prince Edward Date March to September 1864
on the Barque "Prince Alice" Master Le Grosley
Tonnage under tonnage deck 356.70 Built at Grand River (W) When built 1864 Launched August 1864
Ditto of poop " or spar deck " By whom built Plaster & Co Owners James Geo
Total tonnage 356.70 Port belonging to Prince Edward Island Destined Voyage Bristol
If surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 ..		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.	Number of Decks	
Length of Keel		119	1	IN SHIP. Moulded.		27	80		16	45	one	
Scantlings of Timber.													
TIMBER AND SPACE		Sided,		Middle.		Ends.		Sided.		Middle.		Ends.	
Floors.....		24		10 1/2		11 1/2		9 1/2		10		10 9 1/2	
1 st Foothooks		10		10 1/2		9 1/2		9 1/4		9 1/4		8 1/2	
2 nd Ditto		9		9 1/2		9		8 1/2		8 1/2		7 1/4	
3 rd Ditto		8 1/2		9		8		7 3/4		7 1/4		6 1/2	
Top Timbers		8		8 1/2		7		7 1/2		7 1/4		6 1/2	
Deck } N ^o 24 Average Space }		4		10		11		11		8		10	
Beams }		10		11		11		8		10		10	
Deck Beams, length amidships		25		10		"		"		"		"	
Hold } N ^o 13 Average Space }		8		12		12		9 3/4		11 1/4		11 1/4	
Beams }		12		12		9 3/4		11 1/4		11 1/4		9 3/4	
Hold Beams, length amidships.....		25		10		"		"		"		"	
Keel		12 3/4		13		12 3/4		12 3/4		12 3/4		12 3/4	
Scarphs of Ditto		6		0		5		4		13 1/4		13 1/2	
Keelsons.....		13		26		5		4		13 1/4		13 1/2	
Scarphs of Ditto		5		6		5		4		5		4	

Outside Plank.		INCHES.	
	In Ship.	Required per Rule.	
Garboard Strakes ..	3 1/2	3 1/2	
Garboard to Bilge ..	3 1/2	3 1/2	
Bilge Planks	3 1/2	3 1/2	
Bilge to Wales	3 1/2	3 1/2	
Wales	5	4 3/4	
Topsides	4	3 3/4	
Sheer Strakes.....	4	3 3/4	
Plank Sheers	4	3 1/2	
Water Upper Deck	9x10	6 1/2	
Ways Lower Deck	5	"	
Ditto, faying surface against Timbers ..	6	6 1/2	
Upper Deck	3	3	

Dimensions of Ship per Register,		
length	breadth	depth
120.30	27.80	16.45

Inside Plank.		INCHES.	
	In Ship.	Required per Rule.	
Limber Strakes ...	4	3 3/4	
Bilge Planks	5	3 3/4	
Ceiling in Hat ...	4 to 3 1/2	2 1/4	
Ditto Bilge to Clamp	3 1/2	2 3/4	
Hold Beam Clamps..	5.20.4	4	
Deck Beam Ditto ..	5.20.6	3 3/4	
Ceiling 'twixt Decks	3 1/2	2 1/4	
Hold Beam Shelves ..	"	"	
Deck Beam Ditto ..	"	"	

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

Heel-Knee, & Deadw'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		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Scarphs of Keel, N° 8		"	1 1/8	1 1/8	Arms of Hooks		"	7/8	7/8	Bolts in		"	7/8	7/8
Keelson Bolts through Keel at each Floor		"	1 1/8	1 1/8	Thro' Bilge & Limber Strakes		"	7/8	3/4	Deck Beam		"	7/8	7/8
Bolts thro' Heels of Timbers against Deadwood		"	1 1/8	7/8	Thickstuff over Double Floors		"	7/8	3/4	Bolts in		"	7/8	7/8
		"	1 1/8	7/8	Butt End Bolts		"	3/4	1 1/4	Nails or Bolts in Flat of Deck		"	7/8	7/8
		"	1 1/8	7/8	Pintles of the Rudder		"	2 3/4	2 3/8	Treenails		"	1 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 to 4 Inches. The Space between the Top-Timbers is 4 to 6 Inches.
The Floors consist of Birch, Beech, Maple & Spruce. The First Foothooks of Spruce, Birch, Beech & Maple.
The Second Foothooks of Spruce few Birch & Beech. The Third Foothooks and Top Timbers of Spruce.

The Shifts of the First and Second Foothooks are not less than 4" 0". N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 4" 0".

The Frame is well squared from First Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is good.
The " Frames are iron 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 1/3 of the entire moulding at that place.

The Frame is partially chocked with Gunwale Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak.

The Keel is Birch, Beech & Maple. The Main Keelson is Spruce and Birch and " free from all defects.

The Stem, and Stern Post of Birch. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Spruce. Deadwood, of Spruce & Beech and are " free from all defects.

The Deck and Hold Beams of Spruce, Beech, Maple. The Breasthooks of Birch & Spruce. The Knees of Spruce.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Birch, Beech, & Spruce.

From the above named Height to the Light Water Mark Spruce, Birch, and Beech.

From the Light Water Mark to the Wales Spruce.

The Wales and Black-strakes are Spruce. The Topsides & Sheer-strakes Spruce.

The Spirketting and Plank-sheers Spruce. The Water-ways { Upper Deck Spruce & Birch

The Decks Spruce State of good. Lower Deck Spruce

The Shifts of the Planking are not less than 5 Feet 0 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 three between, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks Spruce. Shelf Pieces and Clamps Spruce.

Fastenings.—To Hold Beams Lodging knees of Spruce and 9 Pairs of vertical iron knee Bolts (of larger dimensions than required by Table I.) extending down over bilges and taking two bolts through a substantial part of floor arms.

Deck Beams Lodging knees of Spruce and 9 Pairs of vertical iron knees of larger dimensions than required by Table I.

Number of Breasthooks 5 Birch & Spruce. Pointers 1 Pair Spruce. Crutches 2 Birch & Spruce.

Butt End Bolts are of Iron in the Bottom. two Bolts in each Butt End one of which is through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Spruce. How Made Planed.

Thickstuff over Double Floors Iron bolted through and clenched. General Quality of Workmanship Strong.

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

Builder's Signature John P. L. & Co. Surveyor's Signature Richard Hoggelth

Register Foundation

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 .	Weight.
<i>one, but complete</i>	Fore Sails,		Chain	120	1 1/4		Bower,	1 21
	Fore Top Sails,		Hempen Stream Cable ..					1 19
	Fore Topmast Stay Sails,		Hawser	90	1 1/2		Stream,	1 4
	Main Sails,		Towlines					
	Main Top Sails,		Warp	90	4		Kedge,	1 2
and	are		All of <u>good</u> quality.					

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

She has one Long Boat and

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

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

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys
held while building,
as per Section 35.

1st. When the Frame is completed 8th March. 20th June
2nd. When the Beams are put in, &c. 1st July. 18th Aug 1864
3rd. { When completed, and before the
plank be painted or payed } 24th Oct. 8th Sept

The materials are generally of larger dimensions than required by Rule Table B strong and substantially put together but roughly finished at places.
I consider her a strong vessel and eligible to be classed as underneath recommended.

Richard Hoggitt

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed A

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

Special£ 8 : 16 : "

John W. Hoggitt
Travelling expenses ~~Common~~£ 7 : 10 : "

Committee's Minute 17 February 1865

Character assigned A - for 4 Years



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Foundation