

529 Survey held at Southampton Date Rec 9/4/50 March 5 1850  
 the New Barge Prince of Wales Master D Herd  
 Tonnage 509 Built at Southampton When built March 1850  
 By whom built Miney Wigram Owners Hudson Bay Comp  
 Port belonging to London Destined Voyage Hudsons Bay  
 If Surveyed Afloat or in Dry Dock On the Slip while building five times

Length aloft	Feet. 135	Inches. 0	Extreme Breadth	Feet. 20	Inches. 6	Depth of Hold	Feet. 18	Inches. 6
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Room and Space	Inches. 30	Inches. Middle 13	Inches. Ends 11 1/2	<b>Outside.</b>		<b>Inside.</b>		Inches.
Floors.....	double sided 12 1/2	Moulded 13	11 1/2	Keel to Bilge	3	Limber Strakes	4	
1 <sup>st</sup> Foothooks.....	" 12	"	11	3 Bilge Planks	4	Bilge Planks	5	over long & short floor heads
2 <sup>nd</sup> Ditto.....	" 11	"	9	Bilge to Wales	4	Ceiling in Flat	3	
3 <sup>rd</sup> Ditto.....	" 9 1/2	"	7 1/2	Wales	5	Ditto Bilge to Clamp	3	
Top Timbers	" 9	"	5	Topsides	3	Hold Beam Clamps	4	
Deck Beams N <sup>o</sup> 26 Average Space } 4 feet	" 10	" 9		Sheer Strakes	4	Deck Beam Ditto	3	
Hold Beams N <sup>o</sup> 22 Average Space } 4 feet 4 ins	" 13	" 13		Plank Sheers	4	Ceiling 'twixt Decks	2 1/2	
Keel	" 13	" 13		Water-Ways	9 1/2 x 11 1/2	Hold Beam Shelves	8 x 12	
Kelsons	" 14	" 14		Upper Deck	3	Deck Beam Ditto	6 x 11 1/2	

<b>Copper or Iron.</b>			<b>Size of Bolts in Fastenings, distinguishing whether</b>			<b>Copper or Iron.</b>		
Heel-Knee, and Dead Wood abaft	Metal 1 1/4		Bolts thro' the Bilge and Limber Strakes	Metal 1 1/8		Hold Beam	Metal 1 1/8	
Scarphs of Keel.....	N <sup>o</sup> 8 " 1		Butt End Bolts	Metal 3/4		Deck Beam	No	
Floor Timber Bolts	Metal 1 1/8		Lower Pintle of the Rudder	Iron 3 1/2				
Kelson ditto	" 1 1/8							
Transoms and throats of Hooks	" 1 1/4							
Arms of Hooks	" 1 1/8							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects.

The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 feet 5 ins N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good

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

The whole in alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of African Oak & Teak and the False Kelson of -

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

The Deck and Hold Beams are composed of English Oak and Teak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Beech & American Rock Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak and Teak

The Wales and Black-strakes are of Teak The Topsides of Teak

The Sheer-strakes and Plank-sheers of Teak The Water-ways of Teak

The Decks of Yellow Pine State of New

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 three between

**Planking Inside.**—The Limber-strakes are composed of Teak the Bilge Planks of Teak

The Ceiling, Lower Hold, of English Oak & Teak Between Decks of English Oak

Shelf Pieces of English & African Oak Clamps of Teak

**Fastenings.**—To Hold Beams Secured with a shelf dowel and bolted, Waterways dovetailed into Beams and bolted in & out and up & down, Seven Iron Ridges with three Arms, Ten Hanging Iron Knees, Ten Staple Standards and six wood Lodging knees on each side.

Deck Beams Secured with a shelf dowel and bolted, waterways dovetailed into Beams & bolted in & out and up & down, Thirteen Iron Hanging knees, The Arms of ten Staple Standards & six wood Lodging knees on each side.

Number of Breasthooks Eight Pointers Along Iron Transom in Crutches Three (2 Iron 1 Wood)

Butts End Bolts are of Metal in the Bottom, and a Bolt in each Butt End through and clenched. Yes

Bilge and Limber Strakes Metal bolted through and clenched. Yes Treenails of English Oak

General Quality of Workmanship Good

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

Builder's Signature Miney Wigram Surveyor's Signature John Oakworth



Her Masts, Yards, &c. are in new 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> .	
2	Fore Sails,	290	Chain .....	1 9/16	3	Bower, 26 Cwt each
2	Fore Top Sails,	120	Hempen Stream Cable .....	0	1	Stream, 7 Cwt
2	Fore Topmast Stay Sails,	120	Hawser .....	6 1/2	2	Kedge, 3 & 2 Cwt
2	Main Sails,	180	Towlines .....	4 1/2		
1	Main Top Sails,		Warp .....			
and well from small sails			All of	quality.	April 25/50 N. M. Wilson	

This Ship will be towed to London for Equipment & has sufficient Stores  
Her Standing and Running Rigging is sufficient in size and good for that purpose.

She has no Long Boat and Pinnace & two quarter boats

The present state of the Windlas is new Capstan new and Rudder new Pumps good

#### General Remarks—Statement and Date of Repairs.

The Ship is Metal and Copper bolted throughout, except the up & down bolts in Knee Beam Arms, she is doubled from upper Strake of wales to keel with 3 inch English Oak above first heads and from keel to first heads of 3 inch English Beech & American Rock Elm except the three bilge Strakes which are of 4 inch English Oak the whole Metal bolted with through bolts clenched & two dunnys between thick Ice chocks to Bows sixteen feet long extending to Fore part of Cutwater bolted through with Metal bolts, the Planking outside and inside is free from Sap well seasoned & properly fastened. She has one Deck hook, Six Breast hooks in the Hold and one above Deck, the four lower hooks are of Iron worked on long eakings of English Oak, the whole of which are with the bruted Standards Riders, knees & Iron Transom of good lengths and properly bolted, the Heels of the futtocks are stepped into and bolted through deadwoods & Limber Strakes bolted through Floors, and having Surveyed the Ship five times while building I am of opinion that she is a faithful built Vessel and in a fit and proper condition to take dry & perishable Cargoes to and from all parts of the world.—

Launched 30 March 1850.

If Sheathed, Doubled, Felted, or Coppered None When last done —

I am of opinion this Vessel should be Classed 13 A

The Amount of the Fee.....£ 5 : — : — is received by me, 13/4/50

Special .....£ : : W. W.

Certificate (if required) .....£ : : —

Committee's Minute 16th April 1850

Character assigned A 13 May

John Oakshott

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