

No. 973 Survey held at Irvine Date 3 Feby. 1841  
on the New Schooner "Princess Royal" Master Alexander Hunter  
Tonnage 93 <sup>C.M.</sup> <sub>N.M.</sub> Built at Irvine When built 6<sup>th</sup> January 1841  
By whom built Chas Samson & Co. Owners Mr. C Samson  
Port belonging to Irvine Destined Voyage Irvine to Malta.  
If Surveyed Afloat or in Dry Dock on Stocks.

Length aloft .....	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold .....	Feet.	Inches.
	68	→	<i>Amidships</i>	16	$\frac{9}{10}$		10	$\frac{2}{10}$

  

**Scantlings of Timber.**

	Inches.	Inches. Middle	Inches. Ends
Timber and Space..... each	10 $\frac{1}{2}$		
Floors..... sided	9	Moulded 10	
1 <sup>st</sup> Foothooks..... "	8 $\frac{1}{2}$	" 8	
2 <sup>nd</sup> Ditto..... "	8	" 7	
3 <sup>rd</sup> Ditto..... "	7	" 6	
Top Timbers..... "	6 $\frac{1}{2}$	" 5 $\frac{1}{4}$	4 $\frac{1}{2}$
Deck Beams ....N°. of—16——	8	" 8	6
Hold Beams ....N°. of—2——	7	" 7	5
Keel .....	9	" 12	—
Kelsons .....	10	" 12 $\frac{1}{2}$	4 $\frac{1}{2}$

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	2 $\frac{1}{2}$	Foot Waling .....	3 $\frac{1}{2}$
Bilge Planks .....	3 $\frac{1}{2}$	Bilge Planks .....	3 $\frac{3}{4}$
Bilge to Wales .....	2 $\frac{1}{2}$	Ceiling in Flat .....	2
Wales .....	4	Ditto Bilge to Clamp .....	2 $\frac{1}{4}$
Topsides .....	2 $\frac{1}{2}$	Hold Beam Clamps .....	3 $\frac{1}{2}$
Sheer Strakes .....	3 $\frac{1}{4}$	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks .....	—
Water-Ways .....	7	Hold Beam Shelves .....	—
Upper Deck .....	2 $\frac{1}{2}$	Deck Beam Ditto.....	4x12

  

**Copper. Iron**

	Inches.
Heel-Knee, and Dead Wood abaft .....	1 $\frac{1}{8}$
Scarphs of Keel.....N°.	3 $\frac{3}{4}$
Floor Timber Bolts .....	} 1
Kelson ditto .....	} 1
Transoms and throats of Hooks .....	1
Arms of Hooks <i>Yellow Metal</i> .....	7 $\frac{1}{8}$

**Size of Bolts in Fastenings.**

	Inches.
<b>Copper.</b> Bolts thro' the Bilge and Foot Waling <i>Yellow Metal</i> .....	5 $\frac{11}{16}$
Butt End Bolts <i>Yellow Metal</i> .....	5 $\frac{5}{8}$
Lower Pintle of the Rudder <i>Composition</i> .....	2 $\frac{1}{2}$
.....	.....
same in Iron above the Copper.....	{ 1 $\frac{1}{8}$

*Upper Deck Spirketting—3*

**Iron:**

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 2 to 5 Inches. The Stem, Stern Post, are composed of American Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of American and British Oak and are — free from all defects. The Floors and first Foothooks are composed of Elm, British Oak and Larch Timber. The other Foothooks and Top Timbers of Larch and British Oak. The Shifts of the first and second Foothooks are not less than 3 ft 3 in to 3 ft 6 in. 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 — free from sap, and from thence downwards, the frame is all well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than  $\frac{1}{3}$  to  $\frac{1}{5}$  of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Cross chocks, full Butts & Scarphs. The Main Kelson is composed of Elm and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than Six feet — inches. The Deck and Hold Beams are composed of Larch and Foreign Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm  
 From the first Foothook Heads to the Light Water Mark of Elm  
 From the Light Water Mark to the Wales of Red Pine  
 The Wales and Black-strakes are of Foreign White Oak The Topsides of Red Pine  
 The Sheer-strakes and Plank-sheers of Foreign Oak The Water-ways of Red Pine  
 The Decks of Yellow Pine State of New  
 The Shifts of the Planking are not less than 5 1/2 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 two and three between

**Planking Inside.**—The Limber-strakes are composed of Elm the Bilge Planks of Elm  
The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine  
Shelf Pieces of Red Pine Clamps, of Red Pine

**Fastenings.**—To Hold Beams *Lodging Knees of Larch*  
Deck Beams *Scrub Lodging Knees of Larch and Stringer.*  
Number of Breasthooks *four below Deck* Pointers *—* Crutches *Four Transom Knees.*  
Butts End Bolts are of *Yellow Metal* in the Bottom, and *a* Bolt in each Butt End through and clenched.  
Bilge and Footwaling *Yellow Metal* 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

C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.



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> .	
	Fore Sails,	150	Chain .....	1 <sup>5</sup> / <sub>8</sub>	2	Bower,
	Fore Top Sails,	75	Hempen Stream Cable .....	6 <sup>1</sup> / <sub>2</sub>	1	Stream,
	Fore Topmast Stay Sails,	75	Hawser .....	5 <sup>1</sup> / <sub>4</sub>	1	Kedge,
	Main Sails,	75	Towlines .....	4		
	Main Top Sails,	75	Warp <del>Stream</del> Chain .....	5 <sup>1</sup> / <sub>8</sub>		
	and a complete suit of new Sails.		All of <u>Good</u> quality.			

Her Standing and Running Rigging is all new sufficient in size and Good in quality.

She has one Long Boat and \_\_\_\_\_

The present state of the Windlass is Good Capstan W. W. Winch and Rudder Good Two lead pumps Good

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

Laid on in June 1840, launched 6<sup>th</sup> January 1841, Surveyed at the three prescribed periods, while Building. Floors and first footboards, Elm, British Oak, and Scotch Larch. the rest of frame Scotch Larch principally, with some British Oak timbers, and Stanchions. all very fairly squared, and of fair quality. Built wholly in frame. Shifts of timbers good. Cross Chocks, full Butts, and Scarphs. Planking and Ceiling, as on other side, of very fair quality, and well wrought. Shifted three between, mostly; Number of Beams and fastenings as described. Yellow Metal Ridge and Butt bolted, through, and clenched. Keel Iron fastened. The Workmanship is generally good throughout. She is well finished, and her Stores and furnishings complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Single Bottom & partially Upper fastened When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed "5 A 1"

Feb The Amount of the Fee.....£ 1 : - : - is received by me,

Special .....£ 3 : 3 : -

Wm R. Laming

Committee's Minute 16th Febry 1841

Character assigned A 1 for 5 Years



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