

No. 1044 Survey held at Greenock Date 22nd February 1845
 on the New Ship "Albion" Master Dryce Allan
 Tonnage 414 old 471 new Built at Greenock When built 10th February 1845
 By whom built Robert Stobo & Co Owners Alexr Allan and others
 Port belonging to Greenock Destined Voyage Clyde to Montreal
 If Surveyed Afloat or in Dry Dock On Hoek

Length aloft	122	Feet. 5/10	Extreme Breadth	Amidships	23	Feet. 9/10	Depth of Hold	18	Feet. 3 1/2	10
Scantlings of Timber.				Thickness of Plank.						
Timber and Space	each	26								
Floors	sided	12 1/2	Moulded	14						
1 st Foothooks	"	11	"	11						
2 nd Ditto	"	10	"	9 1/2						
3 rd Ditto	"	9	"	8						
Top Timbers	"	8 1/2	"	7	5 1/4					
Deck Beams	N ^o . of	22	"	10 1/2	10 1/2	7 1/2				
Hold Beams	N ^o . of	15	"	12 1/2	12 1/2	9				
Keel	"	14	"	14	"	"				
Kelsons	"	14	"	14	9	4 1/2				
Deck Beam spaces 2 feet, to 5 ft 9 inches				Hold Beam spaces 3 ft 9 in to 7 ft 8 inches				Copper.		
Heel-Knee, and Dead Wood abaft				Bolts thro' the Bilge and Foot Waling				Hold Beam		
Scarp of Keel				Butt End Bolts				Deck Beam		
Floor Timber Bolts				Lower Pintle of the Rudder				same in Iron above the Copper		
Kelson ditto										
Transoms and throats of Hooks										
Arms of Hooks										

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 5 to 7 Inches. The Stem, Stern Post, are composed of British & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British & African Oak and are — free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 4 ft to 4 ft 4 inch 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 3 to 4 of the entire moulding at that place. The Frame is well choiced with a Butt at each end of the choick. Cross Choick & full Butts keyed. The Main Kelson is composed of Greenheart & Morra and the False Kelson of Morra. The Scarphs of the Kelsons are not less than Six feet — inches. The Deck and Hold Beams are composed of British Oak.

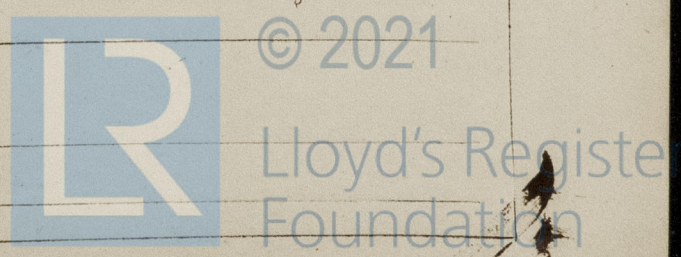
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Quebec Rock Elm. From the first Foothook Heads to the Light Water Mark of American & British Oak. From the Light Water Mark to the Wales of Greenheart Morra and British Oak. The Wales and Black-strakes are of Greenheart Morra & Brit. Oak The Topsides of British Oak. The Sheer-strakes and Plank-sheers of Greenheart & British 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 to 6 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 True between

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

Fastenings.—To Hold Beams Iron bolting knees on cheeks with stringer above and below beams and nine pair of diagonal iron Standard knees. Deck Beams Iron bolting knees on cheeks with stringer and eleven pair diagonal iron hanging knees. Number of Breasthooks Six below and one above deck Pointers Two of iron Crutches one of iron aft. 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. Footwaling iron bolted, not through. General Quality of Workmanship Good. Four transom knees.

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

Builder's Name John B. Thompson
 Surveyor's Name John B. Thompson



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 .	
2	240	Chain	1 1/16	3	Bower { 20 } <i>wood Stock</i>
	60	Stream do.	1		{ 21 } <i>iron Stock</i>
1	60	Hempen Stream Cable	8 1/2	1	Stream, <i>Y</i>
2	70	Hawser	6	2	Kedge { 2 1/2 } <i>Y</i>
1	70	Towlines	5		
2	70	Warp	4		
and <i>well found in other sails</i>		All of <i>Good</i> quality.			

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

She has a Long Boat and Solly Boat and Gig

The present state of the Windlass is Good Capstan 2 double Winches and Rudder Good
With Patent Purchase } Good Four leaf pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in March 1844. Launched 11th February 1845. Surveyed at the three prescribed periods, but not specially while building. Frame all English and Welsh Oak of good quality, and well squared. Built wholly in frame. Shifts of Timbers good. Cross cheeks, and full Butts kept. Planking and ceiling of good quality, well wrought, and shifted three between. Number of Beams, Spars and fastenings as described. Bilge and Butt yellow metal through bolts, and clenches. The Bilge bolts are only into every alternate timber. In all ships built under special survey, they are into every timber. The Hold Beams are wider spaced generally than ships of the same dimensions recently built in this district. Nelson bolts through each floor, and clenches on rump on main keel. Two iron pointers, and an iron crutch aft. Workmanship and finishing good. Stores and furnishings complete, and of the best description.

Sheathed with Elm and Pine five inches below the Nails.

If Sheathed, Doubled, Felted, or Coppered and Coppered over Paper to the Vales When last done in January 1845

I am of opinion this Vessel should be Classed "10 A1."

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, *Wm. R. Gammie*

Special£ 2 : 10 : ~ Charged for giving the lengths & thickness of chains, cables &c.

Committee's Minute 28th Feb 1845

Character assigned _____

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