

No. 5415 Survey held at Liverpool Date April & May 1843
on the Brigⁿ Albion Master
Tonnage 106 Built at Cape Breton When built 1842
By whom built _____ Owners Dempsey Vindett
Port belonging to Liverpool Destined Voyage _____
If Surveyed Afloat or in Dry Dock in Canning Graving Dock

Length aloft	Feet. 70	Inches. 0	Extreme Breadth	Feet. 17	Inches. 7 1/2	Depth of Hold	Feet. 11	Inches. 7 1/2
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches. 23	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided	9 1/2	Moulded	1 1/2	Keel to Bilge		Foot Waling	
1 st Foothooks	"	9	"	1 1/2	Bilge Planks		Bilge Planks	
2 nd Ditto	"	7	"		Bilge to Wales		Ceiling in Flat	
3 rd Ditto	"	6	"	6 1/2	Wales		Ditto Bilge to Clamp	
Top Timbers	"	6	"	5	Topsides		Hold Beam Clamps	
Deck Beams N ^o . of 17	"	9 1/2	"	9	Sheer Strakes		Deck Beam Ditto	
Hold Beams N ^o . of 3	"	9	"	9	Plank Sheers		Ceiling 'twixt Decks	
Keel	"		"		Water-Ways		Hold Beam Shelves	
Kelsons	"	10 1/2	"	2 1/4	Upper Deck		Deck Beam Ditto	
Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches.		Copper.	Inches.		Hold Beam		
Scarp of Keel	N ^o .		Bolts thro' the Bilge and Foot Waling			Deck Beam		
Floor Timber Bolts			Butt End Bolts					
Kelson ditto			Lower Pintle of the Rudder					
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 2 1/2 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Hackmatack the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce & Hackmatack and are appx free from all defects. The Floors and first Foothooks are composed of Birch Timber. The other Foothooks and Top Timbers of Spruce & Hackmatack. The Shifts of the first and second Foothooks are not less than 2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 2. The Frame is 2 squared from the first Foothook Heads upwards, and 2 free from sap, and from thence downwards, the frame is 2. The alternate Frames are 2 bolted together. N. B. If not, state how bolted. The Butts of the Timbers are 2 close together; their thickness not less than 2 of the entire moulding at that place. The Frame is 2 chocked with 2 Butt at each end of the chock. The Main Kelson is composed of Birch and the False Kelson of Red Pine. The Scarphs of the Kelsons are not less than Five feet 2 inches. The Deck and Hold Beams are composed of Yellow Pine & Spruce.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Birch. From the Light Water Mark to the Wales of Birch & Elm. The Wales and Black-strakes are of Pine. The Topsides of Pine. The Sheer-strakes and Plank-sheers of Black Birch & Pine. The Water-ways of Yellow Pine. The Decks of Yellow Pine. State of good. The Shifts of the Planking are not less than 4 Feet 2 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 2 & 3 between

Planking Inside.—The Limber-strakes are composed of Birch the Bilge Planks of Spruce. The Ceiling, Lower Hold, of Spruce. Between Decks of Spruce. Shelf Pieces of None. Clamps of Yellow Pine.

Fastenings.—To Hold Beams Double Wood Laging between & One Pair Iron Dug + One Pair Iron. Deck Beams Double Wood Laging between & One Pair Diagonal Iron Ribs backing onto floors. Number of Breasthooks Three Pointers One Pair Crutches None. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship Fair.

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

Builder's Name _____

Surveyor's Name _____

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 .
	Fore Sails,	150	Chain	1 1/2	2
	Fore Top Sails,	90	Hempen Stream Cable	6	1
	Fore Topmast Stay Sails,	90	Hawser	4 1/2	1
	Main Sails,	90	Towlines	3	
	Main Top Sails,	—	Warp	—	
and			All of <u>good</u> quality.		

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

She has One Long Boat and Two Others

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

General Remarks—Statement and Date of Repairs.

Several of the shifts of the plank outside being indifferent they have ~~removed~~ some plank & by doing so have now made them fair as a compensation they have added knees & beams diagonally reaching from the Deck Beams on to the floors & Wood Sheathed or felt up to Bords One pair pointers added aft & a new keelson of Red Pine She is also coppered or sheathing within two strakes of the same is now in an efficient state of Repair fit for the safe conveyance of dry & perishable cargoes to & from all parts of the world & should be classed as below

Wood Sheathed, on to Bords within Two Strakes of the same When last done at present

I am of opinion this Vessel should be Classed AA1

The Amount of the Fee.....£ 2 : — : — is received by me,

Special£ 2 : 2 : —

Committee's Minute 19th May 1843

Character assigned A 1 for 4 Ex. L.R.



© 2019

Lloyd's Register
Foundation