

No. 322

Survey held at London

Date 13 October 1835

on the Brig Barque Albion

Master Burrill

Tonnage 178

Built at Newcastle

When built 1828

By whom built Smith

Owners Burrill

Port belonging to London

Destined Voyage Leghorn

If Surveyed Afloat or in Dry Dock Afloat on the Brigs

See annexed survey

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.

Timber and Space	Inches	Inches. Middle	Inches. Ends
Floors..... sided	11	Moulded	
1st Foothooks.....	10		
2nd Ditto.....	8 1/2	6 1/2	
3rd Ditto.....			
Top Timbers.....	8 1/2	5	
Deck Beams.....	9	9 1/2	
Hold Beams.....	11 1/2	10	
Keel.....			
Kelsons.....	12	15	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	3 1/2
Bilge to Wales.....		Ceiling in Flat.....	2 1/2
Wales.....		Ditto Bilge to Clamp.....	2 1/2
Topsides.....		Hold Beam Clamps.....	3
Sheer Strakes.....	3	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	4	Hold Beam Shelves.....	
Upper Deck.....	3	Deck Beam ditto.....	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....	Paper	Hold Beam.....	
Scarphs of Keel.....	No Paper	Butt End Bolts.....	1 1/2	Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....				same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 7 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are free from all defects.

Her Floors and first Foothooks are composed of English oak Timber.

Her other Foothooks and Top Timbers of 100 100

Her Shifts of the first and second Foothooks are not less than — N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are —

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

The alternate Frames are — bolted together.

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

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

The Main Kelson is composed of English & African and the False Kelson of —

The Scarphs of the Kelsons are not less than 5 feet inches.

The Deck and Hold Beams are composed of Hold Beams African & the Deck & English oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of —

From the first Foothook Heads to the Light Water Mark of —

From the Light Water Mark to the Wales of —

The Wales and Black-strakes are of —

The Topsides of —

The Sheer-strakes of —

The Gunwales of African oak

Water-ways of English oak

The Shifts of the Planking are not less than 465 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 x 3 — between.

Planking Inside.—The Clamps are composed of English oak the Stringers of —

The Bilge Planks of English & African and the remainder of the Ceiling of English oak

Fastenings.—To Hold Beams 2 Wood lagging & some iron hanging knees

Deck Beams 2 5 inch lagging knees

Number of Breasthooks 5 Pointers — Crutches 1

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 Good

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

Builder's Name

Surveyor's Name

R. H. May



© 2019

Lloyd's Register Foundation



1857 *Low*

Her Masts, Yards, &c. are in *Good* condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	150	Chain .....		2	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	4 1/2	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser .....	5	1	Kedge,
2	Main Sails,		Towlines .....			All of proper weight.
2	Main Top Sails,		Warp .....			
and			All of <i>Good</i> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and *Good* in quality.

She has *One* Long Boat and *one Skiff*

The present state of the Windlass is *Good* Capstan \_\_\_\_\_ and Rudder *Good*

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

*This is a good built vessel the lumbering of the frame is not thoroughly well squared but of large dimensions sufficient to square more than the ~~boards~~ unless the floor's beams knees are well squared the caulking is good her fastenings are abundant the shifting of the plank is not quite regular built under the inspection of the present owner & master for the Lighthouse trade I am of opinion she is a faithful built ship and has been taken good care of*

*Stoddart*

x *one knee to be put in*

If Sheathed, Doubled, or Felted, *Coppered*  
and Date when last done *1835*

And *Saw* of opinion this Vessel should be Classed *A1*

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

Committee Minute *20 October* 1835

Character assigned *A 1 for 10 Years*  
*Stoddart*

*Supplies*