

No. 505 Survey held at Sunderland Date July 1836
on the Ship Albion Master W. Claby
Tonnage 257 Built at Sunderland When built 1836
By whom built Wm Byers Owners Senwick & Co
Port belonging to London Destined Voyage S. Petersburg
If Surveyed Afloat or in Dry Dock during the Building

Length aloft.....	Feet. 87	Inches.	Extreme Breadth	Feet. 26	Inches.	Depth of Hold	Feet. 16	Inches. 2
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	12	Inches.	Outside.		Inches.	Inside.	
Floors.....	sided	2 1/2	Moulded	Keel to Bilge	3	Foot Waling.....	3	
1 st Foothooks.....	"	10	"	Bilge Planks	1 1/2	Bilge Planks	1 1/2	
2 nd Ditto.....	"	9 1/2	"	Bilge to Wales	3	Ceiling in Flat	2 1/2	
3 rd Ditto.....	"	7 1/2	"	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	6 1/2	"	Topsides	2 1/2	Hold Beam Clamps	1 1/2	
Deck Beams	"	9 1/2	"	Sheer Strakes	3 1/2	Deck Beam Ditto.....	3	
Hold Beams	"	10 1/2	"	Plank Sheers.....	3	Ceiling 'twixt Decks	2	
Keel <u>in 3. Length. Sp. Am. & Eng. Mus.</u>	"	10 1/2	"	Water-ways	1 1/2	Hold Beam Shelves	10 1/2	1 1/2
Kelsons	"	12	"	Upper Deck <u>Keel to Bilge</u>	3	Deck Beam ditto	"	

Copper.		Inches.	Size of Bolts in Fastenings.		Inches.	Iron.		Inches.	
Heel-Knee, and Dead Wood abaft	2 1/2	1 1/2	Copper.						
Scarp of Keel	N ^o 8 C	3/4	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam			7/8	
Floor Timber Bolts	2 1/2	1	Butt End Bolts	3/4	Deck Beam			3/4	
Kelson ditto	2 1/2	1 1/2	Lower Pintle of the Rudder	2 1/2	same in Iron above the Copper				
Transoms and throats of Hooks	2 1/2	7/8							
Arms of Hooks	2 1/2	7/8							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of African Dry 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 English Oak

Her Shifts of the first and second Foothooks are not less than 3/4 to 1 1/2 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3/4 to 6 feet

The Frame is generally squared from the first Foothook Heads upwards, and slightly free from sap, and from thence downwards, the frame is generally well squared and reasonably free of sap.

The alternate Frames are not bolted together. long 1 1/2

The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is cap chocked with 1 1/2 Butt at each end of the chock.

The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak

The Scarphs of the Kelsons are not less than 8 feet 6 inches.

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

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

From the first Foothook Heads to the Light Water Mark of Foreign White Oak

From the Light Water Mark to the Wales of Afr. and Eng. Oak

The Wales and Black-strakes are of Afr. and Eng. Oak

The Topsides of English Oak

The Sheer-strakes of Afr. and Eng. Oak

The Gunwales of Afr. and Eng. Oak Water-ways of Afr. and Eng. Oak

The Shifts of the Planking are not less than 5 1/2 inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Afr. Oak the Stringers of Afr. Oak

The Bilge Planks of Afr. and Eng. Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Iron Nails round the Timber, Shelf on top and 8 Iron on each side below.

Deck Beams Double Wood Knives and 12 Iron on each side below.

Number of Breasthooks 4 below Deck Pointers One pair Crutches One also 2 transoms Knives each side

Butts End Bolts are of Copper & Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship reasonably good

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

Builder's Name

Surveyor's Name

*Journal & Bowsprit of Yellow Pine
Mammot de Red Pine*

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

Lower Yards fitted with Iron Standing Tumpet.

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .		Cut	Cut	Cut
2	Fore Sails,	180	Chain	1 1/2	3	Bower,	12 1/2	12	11
1	Fore Top Sails,		Hempen Stream Cable.....	3/4	1	Stream,	4		
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1	Kedge,	1 1/2		
1	Main Sails,	75	Towlines	1 1/2		All of proper weight.			
2	Main Top Sails,	2	Warp	5 1/2					
	and <i>is well found</i>		All of <u>good</u> quality.						

Her Standing and Running Rigging is well fitted sufficient in size and Good in quality.

She has Cue Long Boat and Skiff, good sufficient.

The present state of the Windlass is good Capstan good and Rudder with 14 braces good with 14 braces

John M. Denton

General Remarks—Statement and Date of Repairs.

*Frame of Ship is healthy in quality, generally regularly spaced, fairly brought to light. Transoms, Houtest Timber fairly spaced; Top all Ship scraped on 24th. Repair of the
Inj Beams run along; knee, Fair arms fairly spaced, a few run along on top side
Porten to Windlass run over short; The quality of plansting appear generally good
fairly brought and generally well cleared of sap; kept a few Inj Plansting rather sappy edges
At the turn of Bow and Quarter the Scap of Butts run from 12 to 15; Green oak of
Inj Oak appear good sufficient; Part of Deck sappy edges on Low Side; Part of the
Butts had an Shipped; Ceiling plank is good in quality, brought generally 2 between, Scap
14 to 15 feet; Upper Low Beams, Hooks &c all well Botted and Chained.*

*This Vessel commenced building in March and launched July 1836 and was
Surveyed at the following dates 13. 29. 6. 10. 16. 20. 4. 24. 28. 11*

Her general appearance is Firm Good

If Sheathed, Doubled, or Felted, _____
and Date when last done _____

And we are of opinion this Vessel should be Classed S.A.1

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,
Special Surveying 13. 13. 0
£16. 16. 0

*John Brunton
John M. Denton*

Committee Minute 12 August 1836

Character assigned A 1 for 8 years
M.P.