

No. 116* Survey held at Whitby Date January 19th 1839
 on the Schooner Albion Master Jas. Eskdale
 Tonnage 100¹⁴/₃₅ Built at Sunderland When built 1820
 By whom built 122⁴/₄ Owners Thos. Simpson & others
 Port belonging to Whitby Destined Voyage coast & Baltic

If Surveyed Afloat or in Dry Dock in dock of Mr. Barricker
See London Survey 8, 707, 1411 & 2430 Passed S.I.

Length aloft..... 67 2 Extreme Breadth 18 1 Depth of Hold 10 1

Scantlings of Timber.

Timber and Space.....	each	Inches.	Moulded	Inches.	Ends
Floors.....	<u>9</u>	<u>10</u>	<u>9</u>	<u>7</u>	<u>7</u>
1 st Foothooks.....	<u>7</u>	<u>8</u>	<u>7</u>	<u>6</u>	<u>6</u>
2 nd Ditto.....	<u>7</u>	<u>8</u>	<u>7</u>	<u>6</u>	<u>6</u>
3 rd Ditto.....	<u>7</u>	<u>8</u>	<u>7</u>	<u>6</u>	<u>6</u>
Top Timbers.....	<u>gunwale</u>	<u>1</u>	<u>5</u>	<u>4</u>	<u>4</u>
Deck Beams.....	<u>Number of 15</u>	<u>9</u>	<u>9</u>	<u>6</u>	<u>6</u>
Hold Beams.....	<u>Do. do. 3</u>	<u>10</u>	<u>10</u>	<u>7</u>	<u>7</u>
Keel.....	<u>9</u>	<u>8</u>	<u>8</u>	<u>26</u>	<u>26</u>
Kelsons.....	<u>10</u>	<u>10</u>	<u>10</u>	<u>26</u>	<u>26</u>

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper & Iron	Inches.	Copper & Iron	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>5/8</u>	Hold Beam.....	<u>13/16</u>
Scarphs of Keel.....	<u>8</u>	Butt End Bolts.....	<u>5/8</u>	Deck Beam.....	<u>3/4</u>
Floor Timber Bolts.....	<u>7/8</u>	Lower Pintle of the Rudder.....	<u>2 1/4</u>		
Kelson ditto.....	<u>7/8</u>			same in Iron above the Copper.....	<u>3</u>
Transoms and throats of Hooks.....	<u>7/8</u>				
Arms of Hooks.....	<u>3/4</u>				

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, African Hawse Timbers, are composed of English & African 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 three feet four inches when reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3.6

The Frame is tolerably squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is some timbers rather waney but generally fairly squared

The alternate Frames are bolted together.

The Butts of the Timbers are generally close together; their thickness not less than 1/8th of the entire moulding at that place.

The Frame is partially blocked with no Butt at each end of the chock.

The Main Kelson is composed of Oak and the False Kelson of oak

The Scarphs of the Kelsons are not less than 5 feet 9 inches.

The Deck and Hold Beams are composed of Oak

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

From the first Foothook Heads to the Light Water Mark of American elm with one or two planks of oak

From the Light Water Mark to the Wales of mixed oak

The Wales and Black-strakes are of mixed oak

The Topsides of pitch pine

Sheer-strakes of Am^r oak

Decks, and state of, new yellow pine

Gunwales of do.

Water-ways of pitch pine

Shifts of the Planking are not less than 5 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. three or four exceptions at the quarters

The Planking is wrought two between the Stringers of oak

Clamping Inside.—The Clamps are composed of mixed oak and the remainder of the Ceiling of Oak

Bilge Planks of Oak

To Hold Beams 2 = 7 1/2 & oak leper knees

Deck Beams 2 = 5 1/2 inches & oak leper knees & 4 inches string & 10 iron hany knees

Number of Breasthooks four Pointers a pair Crutches one

Butt End Bolts are of Iron in the Bottom, and no Bolt in each Butt End through and clenched.

Keel and Footwaling Iron 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 Thos. Jackson
 Surveyor's Name Thos. Jackson



Her Masts, Yards, &c. are in new condition, and sufficient in size and length. except bowsprit which is app. 3/4 good

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain 90 f. full 1/4, 1/2, 3/4, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000		

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

She has one very good Long Boat and

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

General Remarks—Statement and Date of Repairs.

row lengthened and the deck & beams & keelsons & breasthooks all out and the entire of the clamps & ceiling off as well the gunwales and all the outside planks from gunwales to keel off except a few planks in each bilge & flat together about 500 feet. the counter & stern plank off and the timbers all exposed inside & out — found the stem Apron Sternum and keel all apparently sound & good having been most part renewed last year at a cost of £270 — at this time new house timbers of Afr-oak and from thence to the stern at least three fourths of the whole frame new Eng.^o oak except a very few timbers of sound old oak from the wreck big Ivanhoe a year old — several new counter & stern timbers & oak — the planks from the keel to wales new Am.^o elm with a plank or two of new oak (except in the bilges as above excepted) the wales & breasthooks new mixed oak — topsides of new pitch pine — Sheerstrakes & gunwales new Am.^o oak the deck beams all app. sound oak and several new with some from the Ivanhoe — the waterways new pitch pine decks new Yellow pine — comings &c. all new oak — the ceiling all app. sound oak & much of it from the Ivanhoe the breasthooks all new Eng.^o oak — the keelsons app. sound oak part new — new rudder trunk — clamps & shelves new Am.^o oak — counter plank all new — a crutch and pair of pointers new Eng.^o oak — the wing transom was new last year & is wood kneed — a beam across the stern timber feet wood kneed — in fact the hull is almost entirely renewed — all defective timber having been replaced her principal spars & standing rigging are new and I am of opinion after being thus rebuilt she deserves restoration for five years being qualified for any purpose where an iron fastened ship is suitable.

Thos. Jackson.

If Sheathed, Doubled, or Felted,

and Date when last done

{ Single

And I am of opinion this Vessel should be Classed 5A1 Thos Jackson

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, for Entering and Clipping
3 : 3 : 0 Special Licensing for Master
by Thos Jackson

Committee Minute

24 June 1839

Character assigned

Restored A 1 for 5 Years

Mem. July 21. 1839

In referring to my notes taken at Whitty in the vessel under repair. I am of opinion

that the foregoing description is correct, and that she is fully entitled to restoration to the A 1 class

as she has been thoroughly and checked as required by the Rules for a full