

No. 1432 Survey held at Port Dinwiddie Date February 1864  
on the Brig "Albion" Master W. Griffiths  
Tonnage Old Built at Port Dinwiddie When built 1863 Launched 9 Feb  
By whom built Peas Street Owners Griffiths & Co  
Port belonging to Camaroon Destined Voyage Hamburg  
If Surveyed while Building, Afloat, or in Dry Dock While Building

| Length aloft                    | Feet.  |          | Inches.  |                    | Extreme Breadth Outside | Feet.  |          | Inches.  |                    | Depth of Hold        | Feet.  |          | Inches.  |                    |
|---------------------------------|--------|----------|----------|--------------------|-------------------------|--------|----------|----------|--------------------|----------------------|--------|----------|----------|--------------------|
|                                 | Sided. | Moulded. | IN SHIP. | REQUIRED PER RULE. |                         | Sided. | Moulded. | IN SHIP. | REQUIRED PER RULE. |                      | Sided. | Moulded. | IN SHIP. | REQUIRED PER RULE. |
| 100                             |        |          |          |                    | 24                      |        |          |          |                    | 13                   |        |          |          |                    |
| Thickness of Plank.             |        |          |          |                    |                         |        |          |          |                    |                      |        |          |          |                    |
| Scantlings of Timber.           |        |          |          |                    | Outside.                |        |          |          |                    | Inside.              |        |          |          |                    |
| TIMBER AND SPACE                |        |          |          |                    | Garboard Strakes ..     |        |          |          |                    | Limber Strakes ....  |        |          |          |                    |
| Floors .....                    | 23     | "        | "        | 21 1/2             | Garboard to Bilge ..    |        |          |          |                    | Bilge Planks .....   |        |          |          |                    |
| 1 <sup>st</sup> Foothooks ..... | 10     | "        | 9        | 8 3/4              | Bilge to Wales ....     |        |          |          |                    | Ceiling in Flat .... |        |          |          |                    |
| 2 <sup>nd</sup> Ditto .....     | 9      | "        | 8        | 7 1/2              | Wales .....             |        |          |          |                    | Ditto Bilge to Clamp |        |          |          |                    |
| 3 <sup>rd</sup> Ditto .....     | 8      | "        | 7        | 6 1/2              | Topsides .....          |        |          |          |                    | Deck Beam Clamps ..  |        |          |          |                    |
| Top Timbers .....               | 7      | "        | 6        | 5 1/2              | Sheer Strakes .....     |        |          |          |                    | Ceiling 'twixt Decks |        |          |          |                    |
| Deck { No. 12 Average } 4 1/2   | 9      | 9        | 8 3/4    | 8 1/4              | Plank Sheers .....      |        |          |          |                    | Hold Beam Shelves .. |        |          |          |                    |
| Beams { Space } 4 1/2           | 10     | 10       | 9 1/2    | 9 1/4              | Water-Upper Deck        |        |          |          |                    | Deck Beam Ditto ..   |        |          |          |                    |
| Deck Beams, length amidships    | 23     | feet     |          |                    | Ways { Lower Deck       |        |          |          |                    |                      |        |          |          |                    |
| Hold { No. 7 Average } 8 1/2    | 11     | 11       | 10 1/2   | 10 1/4             | Ditto, faying surface   |        |          |          |                    |                      |        |          |          |                    |
| Beams { Space } 8 1/2           | 12     | 12       | 11 1/2   | 11 1/4             | against Timbers ..      |        |          |          |                    |                      |        |          |          |                    |
| Hold Beams, length amidships    | 23     | feet     |          |                    | Upper Deck .....        |        |          |          |                    |                      |        |          |          |                    |
| Keel .....                      | 11     | 11       | 10 1/2   | 10 1/4             |                         |        |          |          |                    |                      |        |          |          |                    |
| Scarp of Ditto .....            | 6      | 6        | 5 1/2    | 5 1/4              |                         |        |          |          |                    |                      |        |          |          |                    |
| Keelsons .....                  | 14     | 14       | 13 1/2   | 13 1/4             |                         |        |          |          |                    |                      |        |          |          |                    |
| Scarp of Ditto .....            | 14     | 14       | 13 1/2   | 13 1/4             |                         |        |          |          |                    |                      |        |          |          |                    |

|                                                                                        |       |       |       |       |                                                                        |       |       |       |       |                                  |       |       |       |       |
|----------------------------------------------------------------------------------------|-------|-------|-------|-------|------------------------------------------------------------------------|-------|-------|-------|-------|----------------------------------|-------|-------|-------|-------|
| Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails. |       |       |       |       | all of yellow metal                                                    |       |       |       |       | all of yellow metal              |       |       |       |       |
| Heel-Knee, and Deadwood abaft                                                          | 1     | 1     | 1     | 1     | Transoms and throats of Hooks ..                                       | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Waterway ..                      | 12    | 14    | 12    | 14    |
| Scarp of Keel .....                                                                    | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Arms of Hooks .....                                                    | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Hold Beam Bolts in { Knees ..... | 12    | 14    | 12    | 14    |
| Keelson Bolts through Keel at                                                          | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Bolts thro' Bilge & Limber Strakes, } or Thickstuff over Double Floors | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Deck Beam Bolts in { Knees ..... | 12    | 14    | 12    | 14    |
| each Floor .....                                                                       | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Butt End Bolts .....                                                   | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Waterway ..                      | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 |
| Bolts through Heels of Timbers                                                         | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Pintles of the Rudder .....                                            | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | Deck Beam Bolts in { Knees ..... | 12    | 14    | 12    | 14    |
| against Deadwood .....                                                                 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 |                                                                        |       |       |       |       | Waterway ..                      | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 |
| See back of Report                                                                     |       |       |       |       |                                                                        |       |       |       |       | Deck Beam Bolts in { Knees ..... | 12    | 14    | 12    | 14    |
| Timbering.                                                                             |       |       |       |       |                                                                        |       |       |       |       | Waterway ..                      | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 |

The Floors consist of English Oak The First Foothooks of English Oak  
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak  
The Shifts of the First and Second Foothooks are not less than 1 1/2 inches N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are sufficient  
The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared  
The main Frames are all bolted together to the Gunwale. from Keelson N. B. If not, state how bolted.  
The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.  
The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak  
The Main Keelson is Greenheart & Eng Oak and is free from all defects. The Main piece of Windlass is Eng Oak  
The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and  
Hawse Timbers of English Oak Deadwood, of Eng Oak and are free from all defects.  
The Deck and Hold Beams consist of English Oak The Breasthooks of Eng Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Elm  
From the above named Height to the Light Water Mark English Oak  
From the Light Water Mark to the Wales English Oak & Greenheart  
The Wales and Black-strakes are Greenheart & Eng Oak The Topsides Greenheart & Eng Oak  
The Sheer-strakes and Plank-sheers Greenheart & Eng Oak The Water-ways { Upper Deck Greenheart & Eng Oak  
Lower Deck Eng Oak  
The Decks Yellow Pine State of good  
The Shifts of the Planking are not less than 5 Feet 1 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 Three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart & Eng Oak  
The Ceiling, Lower Hold, and between Decks Greenheart & Eng Oak Shelf Pieces and Clamps Eng Oak  
Fastenings.—To Hold Beams Iron Lagging Pieces and 4 pairs of  
Lagging Pieces across  
Deck Beams Iron Lagging Pieces 1 pair of Lagging Pieces and  
5 pairs of Stake Stanchions  
Number of Breasthooks 4 Pointers one pair Crutches one of Iron  
Butts End Bolts are of Yellow Metal the Bottom, and Iron Bolts in each Butt End through and clenched.  
Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak How Made Circular  
Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given  
Builder's Signature John Reid Peas Street Surveyor's Signature John Reid  
Lloyd's Register  
Foundation



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

She has SAILS.

N<sup>o</sup>.  
2 Fore Sails,  
1 Fore Top Sails,  
2 Fore Topmast Stay Sails,  
1 Main Sails,  
2 Main Top Sails,

and others as usual

| CABLES, &c.      |                             |          | ANCHORS, and their weights. |                  |           |
|------------------|-----------------------------|----------|-----------------------------|------------------|-----------|
|                  |                             |          |                             |                  |           |
| N <sup>o</sup> . |                             | Fathoms. | Inches.                     | N <sup>o</sup> . | Weight.   |
|                  | Admiralty <u>test</u>       |          |                             |                  |           |
|                  | Chain .....                 | 23 1/2   | 10 5/8                      | 11 1/2           | 12. 1. 20 |
|                  | Hempen Stream Cable .....   | 23 1/2   | 9 5/8                       | 11 1/2           | 11. 1. 14 |
|                  | Hawser .....                | 80       | 4 1/6                       | 11 1/2           | 10. 0. 14 |
|                  | Towlines .....              | 90       | 8 1/2                       |                  |           |
|                  | Warp .....                  | 90       | 6 1/2                       |                  |           |
|                  | All of <u>good</u> quality. | 100      | 5                           |                  |           |
|                  |                             | 100      | 4 1/4                       |                  |           |

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

She has one Long Boat and Ship

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

### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.  
1st. When the Frame is completed Built under special survey  
2nd. When the Beams are put in, &c. and visited at different periods  
3rd. { When completed, and before the plank be painted or payed } from Jan'y 1863 till present date

*This vessel is fastened externally with yellow metal to the entire exclusion of Iron. Deck nails galvanised Iron.*

*By mistake the keels of Cant timbers forward and aft is fastened with Iron but as a compensation additionally fastened with yellow metal Bolts passing through outside planking*

*Signed Geo. Jones*

Tested and found good  
Present condition of Caulking of Bottom, Deck, and Waterways good

If Sheathed, Doubled, Felted, or Coppered When last done

I am of opinion this Vessel should be Classed B.C.

The Amount of the Fee.....£ 3 : : : is received by me,

Special .....£ 11 : 2 : 0

Certificate ....£ : :

Geo. Jones

Committee's Minute 18

Character assigned



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Lloyd's Register  
Foundation