

No. 570 survey held at Sandaland Date June 1836  
 on the Srew Albion Master Mr Hick  
 Tonnage 222 Built at Sandaland When built 1836  
 By whom built Kirkbride Carruthers Owners J Hick & Co  
 Port belonging to Quebec Destined Voyage Quebec  
 If Surveyed Afloat or in Dry Dock during the Building

Length aloft.....	Feet. 93	Inches. 0	Extreme Breadth .....	Feet. 26	Inches. 6	Depth of Hold .....	Feet. 17	Inches. 9
Scanlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	2.13	inches	Keel to Bilge .....	3	Foot Waling .....	3	
Floors.....	sided	12	Moulded	Bilge Planks .....	4	Bilge Planks .....	4	
1 <sup>st</sup> Foothooks.....	"	10	"	Bilge to Wales .....	3	Ceiling in Flat .....	2½	
2 <sup>nd</sup> Ditto.....	"	9.10	"	Wales .....	4½	Ditto Bilge to Clamp .....	2½	2½ in.
3 <sup>rd</sup> Ditto.....	"	8.9.10	"	Topsides .....	2¾	Hold Beam Clamps .....	4½	4
Top Timbers .....	"	7.8.9	"	2 Sheer Strakes .....	2½	Deck Beam Ditto .....	3	
2 <sup>nd</sup> Deck Beams .....	"	9	"	Plank Sheers .....	3	Ceiling 'twixt Decks .....	2½	2
3 <sup>rd</sup> Hold Beams .....	"	11	"	2 Water-ways .....	4.3	Hold Beam Shelves .....	12	5
Keel 1.2.3. length of Run. 80' 7" m	"	11	"	Upper Deck .....	3	Deck Beam ditto .....		
Kelsons .....	"	12½	"					

Size of Bolts in Fastenings.		
Copper.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft .....	C. 1	
Scarpes of Keel.....	N. C. 3/4	Bolts thro' the Bilge and Foot Waling. C. 3/4
Floor Timber Bolts.....	C. 7/8	Butt End Bolts .....
Kelson ditto.....	C. 1.1/8	Lower Pintle of the Rudder .....
Transoms and throats of Hooks .....	C. 7/8. 1	
Arms of Hooks .....	C. 7/8. 3/4	same in Iron above the Copper .....

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 25 inches. The Space between the Top-timbers is 25 inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of *Afre and Eng Oak* and are *fairly* 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 *2/9 6 4/3* N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are *fairly shifted*. The Frame is *well squared* from the first Foothook Heads upwards, and *reasonably* free from sap, and from thence downwards, the frame is *generally well squared and reasonably free of sap*. The alternate Frames are *bolted* together. The Butts of the Timbers are *all* close together; their thickness not less than *1/2* of the entire moulding at that place. The Frame is *chocked* with *one* Butt at each end of the chock. The Main Kelson is composed of *Amer Oak* and the False Kelson of *Amer Oak*. The Scarps of the Kelsons are not less than *7* feet *6* inches. The Deck and Hold Beams are composed of *English Oak; fairly squared reasonably free of sap*.

**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 *Quebec White Oak*. From the Light Water Mark to the Wales of *Afre and Eng Oak*. The Wales and Black-strokes are of *Afre and Eng Oak*. The Topsides of *Afre Oak*. The Sheer-strokes of *Afre Eng Oak*. The Gunwales of *Afre Eng Oak*. Water-ways of *Afre Eng Oak*. The Shifts of the Planking are not less than *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 *Afre Eng Oak*; the Planking is wrought *fairly* between, the Stringers of *Amer Oak*. The Bilge Planks of *Amer Oak* and the remainder of the Ceiling of *Afre Eng Oak*. **Fastenings.**—To Hold Beams *one* <sup>leg</sup> <sup>iron</sup> <sup>fitted</sup> <sup>a</sup> <sup>do</sup> <sup>tail</sup>, <sup>shel</sup> <sup>a</sup> <sup>do</sup> <sup>doubl</sup> <sup>ed</sup> <sup>and</sup> <sup>q</sup> <sup>two</sup> <sup>each</sup> <sup>side</sup> <sup>below</sup>. Deck Beams *one* <sup>Wood</sup> <sup>I</sup> <sup>iron</sup> <sup>and</sup> *an* <sup>iron</sup> <sup>say</sup> <sup>two</sup> <sup>the</sup> <sup>2<sup>nd</sup></sup> <sup>way</sup> <sup>let</sup> <sup>down</sup> <sup>into</sup> <sup>beam</sup>, <sup>beam</sup> <sup>on</sup> <sup>the</sup> <sup>2<sup>nd</sup></sup> <sup>side</sup>. Number of Breasthooks *five* Pointers *Repair*; *the* Crutches, *the* <sup>old</sup> <sup>say</sup> <sup>two</sup> <sup>the</sup> <sup>2<sup>nd</sup></sup> <sup>side</sup>. Butts End Bolts are of *Copper* 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 *good*.

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

Builder's Name *Kirkbride & Carruthers*  
 Surveyor's Name *John Brunton*

Her Masts, Yards, &c. are in good

condition, and sufficient in size and length. Length of 101 feet.

She has SAILS.

N°.		Fathoms.	Inches.	N°.	Out	Out	Out
2	Fore Sails,	200	Chain ..... 118 1/4	3	Bower, 14 1/4	- 13	- 13
1	Fore Top Sails,		Hempen Stream Cable.....	1	Stream, 5 1/4		
2	Fore Topmast Stay Sails,	70	Hawser ..... 1 1/8	2	Kedge, 2 1/2 - 1 1/4		
1	Main Sails,	80	Towlines ..... 8 1/2		All of proper weight.		
2	Main Top Sails,	2	Warp ..... 5 3/4 15				
	and is well found		All of good quality.				

CABLES, &c.

ANCHORS.

Lower Mouth of River of N. P.

Lower yards fitted with ten standing hawsers.

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

She has Camel built Long Boat and clinch built Skiff fully fit and staff.

The present state of the Windlass is good Captain Wm. Denton and Rudder with 2 C. L. 2 Box Braces  
with Rain-tops purchase

John W. Denton

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

Frame of Ship, is healthy and generally well wrought; 5 of the 2" on each side the cap  
rim shot 1 1/2 to 5/6 long at the after end of ship: They are all well scarped on 2 1/2" —  
Counter Timbers rather light scarfing but are fairly squared. Main Holes all 3 1/2" -  
Oak, good arms well squared generally; except the hole abaft main hatch in the  
arm, and then sided: The Quality of planking appears all good; well wrought and  
edges & well cleared of sap throughout. 2 Bulkheads on L Side and 4 on S Side. In  
Midship, the Scarf run 4 to 4 1/2 ft. part of Bulkhead stepped: Trunks of day Hatch  
appear good and sufficient: ceiling appear generally good in quality & well  
wrought principally 3 between Scarf 4 to 5 ft. long; a fewappy day hatch  
and port Beam fastenings to all form well fitted have bolts clinched —

This Vessel commenced building in February 1836 and launched June 1836  
and was surveyed at the following dates. 29: 6: 20: 6: 14

The 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

J. A. John. Denton

The Amount of the Fee ..... 2 1/4 : 4 : — is received by me,

P. Letter dated August 1836

John W. Denton

Committee Minute 12 August 1836

Character assigned A 1 for 9 Years J.P.

A. W. Denton

20923/479

