

No. 1536 Survey held at Aberdeen Date 21st September 1842
on the Ship Woodloomloo Master Charles Stewart
Tonnage 645 Built at Aberdeen When built Launched 2^d September 1832
By whom built Walter Hood & Co Owners G. Thompson & others
Port belonging to Aberdeen Destined Voyage Port Philip
If Surveyed Afloat or in Dry Dock while building

Length aloft		Feet. 134	Inches. 7/10	Extreme Breadth		Feet. 26	Inches. 9/10	Depth of Hold		Feet. 19	Inches. 1/10
Scantlings of Timber.				Thickness of Plank.							
Room and Space				30 1/2	Inches. Middle	Inches. Ends	Outside.		Inside.		Inches.
Floors Single				sided 14 to 16	Moulded 14 1/4	11 1/2	Keel to Bilge 7 1/2		Limber Strakes		4 1/2
1st Foothooks				12 1/4 to 14	"	"	Bilge Planks 2 1/2		Bilge Planks 4 S		4 1/2
2nd Ditto				10 1/2 to 12 1/2	"	"	Bilge to Wales		Ceiling in Flat		3 1/2
3rd Ditto				9 1/4 to 10	"	Gun 5 1/2	Wales 5 tapered to		Ditto Bilge to Clamp		3 1/2
Top Timbers				8 1/4 to 9 1/2	"	"	Topsides 2 S		Hold Beam Clamps Spurked		9 1/2
Deck Beams No 22				Average Space 4 F 1/2 to 4 F 1/2	9 1/2 to 10	11 5 3/4	Sheer Strakes 2 S		Deck Beam Ditto		2 1/2
Hold Beams No 20				Average Space 10 to each D 13 1/2	12	12 1/2 10	Plank Sheers		Ceiling 'twixt Decks		9 1/2
Keel				14	14	17 1/2	Water-Ways		Hold Beam Shelves		9 1/2
Kelsons				14	14	17 1/2	Upper Deck		Deck Beam Ditto		9 1/2
Size of Bolts in Fastenings, distinguishing whether				Iron.							
Copper or Iron.				Copper or Iron.							
Heel-Knee, and Dead Wood abaft				1 1/4	1 3/8	15	Bolts thro' the Bilge and Limber Strakes		Hold Beam		1 1/2 Shelf 1 1/2 Y Metal
Scarp of Keel				2 1/2 M	N 9 5 1/4	3/4	Butt End Bolts		Deck Beam		Shelf 1 1/2 N 1 1/2 Y Metal
Floor Timber Bolts				1/4	1/4	3 3/4	Lower Pintle of the Rudder				
Kelson ditto				1/4	1/4						
Transoms and throats of Hooks				1 1/4	1 1/4						
Arms of Hooks				2 1/2 M	Y 1 1/2 Metal	1 1/2					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 5 to 6 1/2 Inches. The Stem, Stern Post, are composed of British Oak and are free from all defects.

Knight Heads, Hawse Timbers, of British Oak Timber.

The Floors and first Foothooks are composed of Foreign White Oak & British Oak in ends

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 ft 10 upward. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 ft 10 up

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

frame is well squared N. B. If not, state how bolted.

The entire Frames are each bolted together. to Gunwall

The Butts of the Timbers are close together; their thickness not less than 3 in of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. except those on keels of 1st foothooks

The Main Kelson is composed of Foreign White Oak and the False Kelson of Rider 5 feet

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

The Deck and Hold Beams are composed of British Oak & 1 Iron Bark

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American elm & For White Oak

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

From the Light Water Mark to the Wales of Foreign White & (a few Hoops British) Oak

The Wales and Black-strakes are of Teak Iron 13th Oak & Mahogany The Topsides of Teak Mahogany & Brisk Oak

The Sheer-strakes and Plank-sheers of Teak & British Oak The Water-ways of Mahogany & Red Pine in 2^d deck

The Decks of Quebec Yellow pine State of Good

The Shifts of the Planking are not less than 5 Feet 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

one between then 4 feet two between then 3 1/2 feet For White Oak the Bilge Planks of For White Oak

Planking Inside.—The Limber-strakes are composed of For White Oak Between Decks of For White & British Oak in ends

The Ceiling, Lower Hold, of For White Oak Clamps of For White Oak

Shelf Pieces of Foreign White Oak

Fastenings.—To Hold Beams Staple Lead 3 Iron Knees & 10 pair Hang Iron Knees (9 being carried to floor Heads)

Deck Beams double lead 3 knees (13th Oak) & 2 pair Short Iron Knees to Cabin Sole Beams also 11 pair Staple Stern Knees to M^o & Low deck

(4 pair being Staple Stern) Break Quarter 3rd Beams double lead 3 knees & 3 pair Hang Iron Knees

Number of Breasthooks 5 for 2 & 4 aft all under Pointers none Crutches 1 of Iron

Butts End Bolts are of Gal Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Gal Metal bolted through and clenched. Treenails of Staple of Bark

General Quality of Workmanship Good

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

Builder's Signature _____ Surveyor's Signature Thomas Alexander

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

1536. ABN

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .	Ammon	Porters
2	Fore Sails,	260	Chain	1 9/16	3	Bower, 27.0.9	20. & 16 cut
2	Fore Top Sails,	70	Hemp Stream Cable	1	1	Stream, 6 cut	Porters
2	Fore Topmast Stay Sails,	90	Hawser	7	2	Kedge, 3 1/2 & 2 cut	Porters
1	Main Sails,	90	Towlines	10			
2	Main Top Sails,	90	Warp	5 1/2			
and a double suit of all principal sails			All of <u>best</u> quality.				

Her Standing and Running Rigging are complete sufficient in size and Good in quality.

She has One 24 1/2 ft Long Boat and 2 Quarter Boats 28 & 23 ft Keel 21

The present state of the Windlass is Good Capstan & Good and Rudder good Pumps two & 2 Bely good
fitted with purchase & Winch

General Remarks—Statement and Date of Repairs.

This ship is formed with the Clipper bow and Top Gallant fore-castle square stern with raised Quarter Deck height of Main Rail stern formed without transom Counter timber running down & abutt upon after cant outside plank & ceiling run well out & secured by blocks internally well bolted

Is fastened with Yellow Metal in lower deck including spertetting of Deck & sheathed with Muntz Metal No 28 26 & 24 of over part felt to 17 ft forward & 17 1/2 ft abaft

Bower Chams are certified to have been tested to 44 & 48 tons

Surveyed under special order No 11 and built under a roof in accordance with the Rules Section 32

If sheathed, doubled, Felted, or Coppered Yellow Metal over part-felt When last done September 52
& part IB

I am of opinion this Vessel should be Classed 10 A1-

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

John

Thomas Alexander

Special£ 31 : 7 : 0

Certificate (if required)£ 10 : 0 : 0

£ 36 : 17 : 0

Committee's Minute 24 Sept 1892

Character assigned 10 A1

[Signature]



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