

Survey after Repair
No. 1400 Survey held at Liverpool Date 6 July 1876 1400
on the Ship John Woodall Master Wm Arnold
Tonnage 380 Built at Hull When built 1856
By whom built Edward Gibson Owners A Dutchman
Port belonging to Liverpool Destined Voyage Liverpool Mauritius
If Surveyed Afloat or in Dry Dock Dry Dock
See Liverpool Survey No 504 Closed 10 1/2

Length aloft.....		Feet.	Inches.	Extreme Breadth		Feet	Inches.	Depth of Hold		Feet.	Inches.	
										19	3.	
Scantlings of Timber.						Thickness of Plank.						
				Inches.		Outside.		Inches.		Inside.		
				Middl.								
				Ends								
Timber and Space.....				each	26	Keel to Bilge		3.	Foot Waling.....		3.	
Floors.....				sided	12	Moulded	14	Bilge Planks		1 1/2	Bilge Planks	3 1/2 + 4 1/2
1 st Foothooks.....				"	"	Bilge to Wales		3	Ceiling in Flat		3.	
2 nd Ditto.....				"	"	Wales		5'	Ditto Bilge to Clamp		2 1/2	
3 rd Ditto.....				"	10	Topsides		2 1/2	Hold Beam Clamps		3 + 4.	
Top Timbers				"	7-10.	Sheer Strakes		3.	Deck Beam Ditto.....		3.	
Deck Beams				Number of	9	Plank Sheers.....		3.	Ceiling 'twixt Decks		2 1/4	
Hold Beams				D ^o .. D ^o ..	12	Water-ways		5'	Hold Beam Shelves		4 + 4 1/2 + 12	
Keel				"	"	Upper Deck		3	Deck Beam ditto		4 + 10 1/2	
Kelsons				"	13.	Batten fine copper nails good						

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of _____ and are _____ free from all defects. as from Kelson
Her Floors and first Foothooks are composed of _____ Timber. all in light good
Her other Foothooks and Top Timbers of _____
Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.
The rest of the Shifts of the Frame are _____
The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____
The alternate Frames are _____ bolted together.
The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.
The Frame is _____ chocked with _____ Butt at each end of the chock.
The Main Kelson is composed of _____ and the False Kelson of _____
The Scarphs of the Kelsons are not less than _____ feet _____ inches.
The Deck and Hold Beams are composed of _____

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
From the first Foothook Heads to the Light Water Mark of _____
From the Light Water Mark to the Wales of _____
The Wales and Black-strakes are of _____
The Topsides of _____
The Sheer-strakes of _____
The Gunwales of _____ Water-ways of _____
The Shifts of the Planking are not less than _____ 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.
The Planking is wrought _____ between. generally the Stringers of _____

Planking Inside.—The Clamps are composed of _____ and the remainder of the Ceiling of _____
The Bilge Planks of _____
Fastenings.—To Hold Beams Double Stringer beam fillings Splice even Hold knees 3 pairs 12 knots.
Deck Beams _____
Number of Breasthooks _____ 2 Pointers _____ 1 Crutches _____
Butts End Bolts are of _____ in the Bottom, and _____ Bolt in each Butt End through and clenched.
Bilge and Footwaling _____ bolted through and clenched.
General Quality of Workmanship _____

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

Builder's Name _____
Surveyor's Name _____

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	260	Chain ^{3/4}	1 1/2	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable	7	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	5	1	Kedge,
2	Main Sails,	90	Towlines	4		All of proper weight.
2	Main Top Sails,		Warp			
	and <u>Well found in other</u>		All of <u>good</u> quality.			
	<u>Sails</u>					

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

She has a Long Boat and 2 Chairs

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

General Remarks—Statement and Date of Repairs.

Revised Channel boats add 8 pair of iron staps & 3 pair iron L bars to prevent motion
3 new stanchions fore part Main of Rodder Pintler & Bimcs.
Coast bottom & part of topsides

This was the 7th vessel of the kind which may account for the survey
not being perfect. as we did not know what was wanted

A well built ship. Materials in sight very good. We recommended
the iron staps & bolging to prevent motion
Is now in very good order,
and sound is well found to be very dry & much better than with
perfect safety

If Sheathed, Doubled, or Felted, Sheathed with copper on the
and Date when last done July 1836

And we are of opinion this Vessel should be Classed 12 A.

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, Robert Hamilton

1 1. Special Survey

Committee Minute 19 July 1836

Character assigned

Recent Repairs & continued Cap. 10 A

Gen. Com. 20th July 1837 M.H.
Raised to 12 A



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