

REPORT of SURVEY for REPAIRS.

26182

No. in Reg. Book. **No.** 386 Survey held at London Date April to 28 May 1864
 on the Ship "Woolloomoor" Master Healing
 Tonnage 627 Built at Oberdeen When built 1852
 By whom built _____ Owners G. Thompson
 Port belonging to Oberdeen Destined Voyage _____
 If Surveyed Afloat or in Dry Dock King and Queen Dry Dock

Last Survey, No. 22389 Port London Classed 10 expired

REPAIRS Now done in compliance with the 2nd Rule Section 54 the whole of the Yellow Metal sheathing stripped off her bottom; about 130 feet of upper deck Shelf on Starb^d Side and 42 on Port side removed, in lieu of removing the same length of outside plank in the Topsides (Please see Owners application sanctioned by the Committee) 4 Topside planks on Port and 1 on the Starb^d Side thus completing the opening of Topside either inside or out; A Buttock plank on each side and a brace Lifting at the Bilge inside split out Fore and Aft on each side; A reasonable quantity of Greenails driven out from various parts, the beam ends not exposed have been bored and all other requirements of the Rule attended to.

The following have been renewed, vizt. about 130 feet of upper deck Shelf on Starb^d and 42 on Port side of Boerue Chow, 4 Topside planks on Port side and one on the Starb^d Side of English Oak, 8 Fore cant timbers on Starb^d Side and 11 on the Port side of Wauzeic and English Oak; 5 After cant timbers, Side Counter timber and 8 Stern timbers in the Port Buttock of -

Present Condition of the

Decks <u>Caulked</u>	Treenails <u>Good</u>	Windlass and Capstan _____
Waterways <u>Scraped & Caulked good</u>	Breasthooks and Stemson _____	Pumps _____
Comings <u>Good</u>	Transoms, Pointers, and Crutches <u>Good</u>	Boats _____
Upper Deck Beams & Fastenings _____	Timbers of the Frame at the openings _____	Masts, Yards, &c. <u>Sufficient</u>
Lower Deck Beams & Fastenings <u>Good</u>	Ditto Ditto at other places <u>When</u>	Sails _____
Planksheers <u>Scraped</u>	Keelsons _____	Anchors No. of <u>3 B, 1 S, 2 K</u>
Sheerstrakes <u>and</u>	Clamps and Shelves <u>Seen</u>	Cables <u>Good</u>
Topsides _____	Ceiling _____	Hawsers and Warps <u>and</u>
Wales <u>Caulked</u>	Rudder _____	Standing & Running Rigging <u>Sufficient</u>
Plank (Bottom) and Counter <u>Caulked</u>	Copper <u>On felt</u> When put on <u>Now</u>	

General Observations and Opinion,

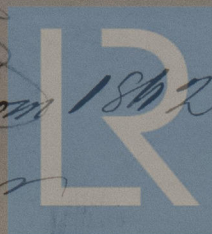
Caulking of Bottom, Deck, & Waterways.

The rules Section 54-2nd Survey have been complied with except the relaxation allowed by the Committee and the Vessel being in good condition she is now fit in our opinion to be continued for 7 Years A1 from 1862 -

The Amount of Fee.....£ 5 : - : is received by me, B. Wraymouth
 Special..... 6 : 6 : J. A. Simon
 Certificate (if required) : 5 : -

Committee's Minute 7th June 18 64

Character assigned Cont^d 1 for 7 Years from 1862



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LOV 648-0280

English Oak, 17 Buttock planks on Port side of Pitch pine and
and 1 of Pitch pine on Starb. side; 18 Fore Hoods of Footwalling
side of Pitch pine and Emarac, about 47 feet of main keelson and
of Hoj D. of Borneo Chow and Steinson knee of English Oak; Main-
Stern post scarphed 21 feet upon upper end and new false post 28 feet long
of Borneo Chow. The Windlass unhung and the wood linings stripped
Fore and Main Masts shifted forward from 4 to 5 feet
with new partners complete to both upper and lower decks, the Channels and
fittings removed and replaced with new, 1 Iron knee rider on each side
forward and 2 Hooks in wake of Footwalling taken off and refitted, Lodging
and Hanging knee bolts all examined, The Vessel caulked from keel to
gunwale and the upper deck; and her bottom sheathed with Yellow
Metal on felt up to the 10 feet mark.

The upper deck and Coamings, upper and lower deck bolts
and the planks through which they pass, the plank sheers, waterway and
beams, the hawse timbers, knightheads, breasthooks and transoms, the floors
and keelsons, the keel, rudder and windlass, the frame and inner
face of outside planking and all the other parts where seen are now
in good condition.

The Sheer and general form of the Vessel remain unaltered

26182 Lon.

M. Weymouth
J. A. Linton



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