

No. 27 Survey held at Newport Date September 30 18 55 27  
on the Schooner Woodman Master  
Tonnage 99 Built at Newport When built September 1835  
By whom built John Young & Co Owners John Young & Co  
Port belonging to Newport Destined Voyage Belfast  
If Surveyed Afloat or in Dry Dock during the progress of Building

Length aloft.....68 Feet. 11 Inches. Extreme Breadth .....19 Feet. 11 Inches. Depth of Hold .....11 Feet. 11 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each				Keel to Bilge .....	2 1/2	Foot Waling.....	2
Floors..... sided	10	Moulded	12	Bilge Planks .. 3 Strakes...	4	Bilge Planks .. 3 Strakes...	3 1/2
1st Foothooks.....	8	"	8	Bilge to Wales .....	2	Ceiling in Flat .....	2
2nd Ditto .....	7	"	6 1/2	Wales .....	3 1/2	Ditto Bilge to Clamp .....	2
3rd Ditto .....	6	"	5	Topsides .....	2	Hold Beam Clamps .....	3
Top Timbers .....	5	"	4	Sheer Strakes .....	2 1/2	Deck Beam Ditto.....	3
Deck Beams .....	8	"	9	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks .....	2
Hold Beams .....	"	"	"	Water-ways .....	4	Hold Beam Shelves .....	-
Keel .....	10	"	13	Upper Deck .....	1 1/2	Deck Beam ditto .....	-
Kelsons .....	12	"	14				

Copper.		Copper.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft .....	1	Bolts thro' the Bilge and Foot Waling.....	5/8	Hold Beam.....	-
Scarpns of Keel.....	5/4	Butt End Bolts .....	5/8	Deck Beam .....	3/4
Floor Timber Bolts.....	1	Lower Pintle of the Rudder .....	2		
Kelson ditto.....	1				
Transoms and throats of Hooks.....	1			same in Iron above the Copper .....	1/8
Arms of Hooks .....	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects. Her Floors and first Foothooks are composed of Beech & English Oak Timber. Her other Foothooks and Top Timbers of English Oak. Her Shifts of the first and second Foothooks are not less than three feet N.B. When reported by you less than the prescribed Rule, then state how many. The rest of the Shifts of the Frame are all above 4 feet. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are and bolted together. The Butts of the Timbers are all close together; their thickness not less than half 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 American & English Oak and the False Kelson of American Oak. The Scarpns of the Kelsons are not less than 6 feet inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Beech & Elm. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of the former of American & English Oak the latter full English Oak. The Topsides of English Oak. The Sheer-strakes of English Oak. The Gunwales of English Oak. Water-ways of English Oak. The Shifts of the Planking are not less than five feet 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 English Oak the Stringers of none. The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak except two strakes of American Red Pine below the Deck Beams.

Fastenings.—To Hold Beams English Oak fore & aft. Deck Beams English Oak fore & aft. Number of Breasthooks three. Pointers one on each side aft. Crutches none. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling why they fail Copper bolted through and clenched. General Quality of Workmanship Very good.

We certify that the preceding is a correct description of the above-named Vessel.  
Builder's Name John Young  
Surveyor's Name C. W. Mearns



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
	Fore Sails,	150	Chain .....	7 1/2	2	Bower,
	Fore Top Sails,	100	Hempen Stream Cable.....	5	1	Stream,
	Fore Topmast Stay Sails,	120	Hawser .....	4	1	Kedge,
	Main Sails,		Towlines .....			All of proper weight. <u>New</u>
	Main Top Sails,	100	Warp .....	3		
	and <u>see New</u>		All of <u>New</u> quality.			

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

She has One Long Boat and

The present state of the Windlass is New Capstan new and Rudder New

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

There are Twelve Beech Floors in the Body of the vessel  
the remainder of English Oak forward & aft  
There are Twelve Beech first futwork on each side  
of the Hull & the remainder of English Oak together  
with the whole of the remainder of the frame, she is  
very well fastened and fit to take the ground upwards of  
one half of the Greenies are through all

Wales American Oak

If Sheathed, Doubled, or Felted, \_\_\_\_\_  
and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed AT 9

The Amount of the Fee.....£ 1 : 1 : is received by me, C. H. Sturges

Committee Minute 23 October 1835

Character assigned A for 1 year 1835  
W. H. L.

Comm<sup>rs</sup> Min  
27 Oct 1835  
To be classed 8 Dec  
W. H. L.