

Last Report 1966 *English and* *Restoration* Rev 6/1/1863 9159

No. 9159 Survey held at *Newcastle* Date *13th August 1863*
 on the *SS "The Woodman"* Master *Wm. Screech*
 Tonnage Old *172* Built at *Dartmouth* When built *1848* Launched *1848*
 By whom built *Wm. Screech & Co* Owners *Wm. Screech & Co*
 Port belonging to *London* Destined Voyage *Valencia*
 Surveyed while *Building*, Afloat, or in Dry Dock *in hull - Hutchinsons Slip*

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Feet.	Inches.	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.
105	5	10	10	5	21	1	11	12	1	12	1	12	1	12

Scanlings of Timber.	IN SHIP		REQUIRED PER RULE		Outside.	INCHES.		Inside.	INCHES.	
	Sided.	Moulded.	Sided.	Moulded.		In Ship.	Required per Rule.		In Ship.	Required per Rule.
TIMBER AND SPACE	23	20			Garboard Strakes	3	2 1/2	Limber Strakes	3 1/2	3
Floors	10 1/2	10 9/8	8		Garboard to Bilge	3	2 5/8	Bilge Planks	2 1/2	3
1st Foothooks	10	9 1/2	4		Bilge Planks	2 1/2	4 5/8	Ceiling in Flat	3	2
2nd Ditto	4	2 1/2	1 1/2		Bilge to Wales	2 3/4	-	Ditto Bilge to Clamp	3	2
3rd Ditto	4	2 1/2	1 1/2		Wales	4	4	Hold Beam Clamps	-	-
Top Timbers	4 1/2	4 1/2	4 1/2		Topsides	3	3	Deck Beam Ditto	3 1/2	3 1/2
Deck Beams	22	22	22		Sheer Strakes	3 1/4	3	Ceiling 'twixt Decks	-	-
Deck Beams, length amidships	22	22	22		Plank Sheers	3	2 1/2	Hold Beam Shelves	-	-
Hold Beams	10 1/2	10 1/2	10		Water-ways	2 x 8	-	Deck Beam Ditto	10 x 10	-
Keel	10 1/2	10 1/2	10		Upper Deck	-	-			
Scarphs of Ditto	5 1/2	5 1/2	5 1/2		Lower Deck	-	-			
Keelsons	12	13	11		Ditto, faying surface against Timbers	5	5			
Scarphs of Ditto	5 1/2	5 1/2	5 1/2		Upper Deck	3	2 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Dead'w'd abaft				Transoms and throats of Hooks	1 1/2		
Scarphs of Keel, N° 4	3/4	3/4		Arms of Hooks			
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2		Thro' Bilge & Limber Strakes	1 1/2	1 1/2	
Bolts thro' Heels of Timbers against Deadwood				Thickstuff over Double Floors	1 1/2	1 1/2	
				Butt End Bolts	1 1/2	1 1/2	
				Pintles of the Rudder	1 1/2	1 1/2	
				Hold Beam Bolts in			
				Waterway			
				Knees			
				Shelf or Clamp			
				Deck Beam Bolts in			
				Waterway			
				Knees			
				Shelf or Clamp			
				Nails or Bolts in Flat of Deck			
				Treenails			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *2* Inches. The Space between the Top-Timbers is *4 1/2* Inches.
 The Floors consist of *Baltic Oak* The First Foothooks of *Baltic Oak*
 The Second Foothooks of *English Oak* The Third Foothooks and Top Timbers of *English Oak*
 The Shifts of the First and Second Foothooks are not less than *36 in.* N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are *about 36 in.*
 The Frame is *fairly* squared from the First Foothook Heads upwards, and *generally* free from sap, and from thence downwards, the frame is *fairly squared*
 The *new* Frames are *all* bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are *—* close together; their thickness not less than *1/3* of the entire moulding at that place.
 The Frame is *not* chocked with *any* Butt at each end of the shock. The Main piece of Rudder is *one* of Windlass is *one*
 The Keel is *one* The Main Keelson is *one* and *—* free from all defects.
 The Stem, and Stern Post of *—* The Transoms, Knight Heads, Hawse Timbers, and Aprons of *—* Deadwood, of *—* and are *—* free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is *American Elm*
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark *Red Pine*
 From the Light Water Mark to the Wales *—*
 The Wales and Black-strakes are *Baltic Oak* The Topsides & Sheer-strakes *Baltic Oak & G. Heart*
 The Spirketting and Plank-sheers *Red Pine* The Water-ways { Upper Deck *Red Pine & Baltic Oak*
 Lower Deck *—*
 The Decks *of 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 *vice* between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Red Pine*
 The Ceiling, Lower Hold, and between Decks *Red Pine* Shelf Pieces and Clamps *Red Pine*
Fastenings.—To Hold Beams

Deck Beams *Dunnage to holms and waterways & Pairs of Rigging -*
uses extending to Gun Heels and a hanging knee to the rest
of the beams and walging keels in the aft spaces
 Number of Breasthooks *Two 2 wood* Pointers *one* Trantom Crutches *one*
 Butt End Bolts are of *Iron* in the Bottom: *two* Bolts in each Butt End *one* through and clenched.
 Bilge and Limber Strakes *Iron* bolted through and clenched. Treenails of *B. Oak* How Made *turned*
 Thickstuff over Double Floors *—* bolted through and clenched. General Quality of Workmanship *good*
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature *A. C. Hutchinson* Surveyor's Signature *Wm. Screech*
ps. Corbett.

1863
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H600-9723MN

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

She has SAILS,

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight
	Fore Sails,	Chain	180	Bower,	3
	Fore Top Sails,	Hempen Stream Cable	3/4	Stream,	1
	Fore Topmast Stay Sails,	Hawser	120	Kedge,	2
	Main Sails,	Towlines	120		
	Main Top Sails,	Warp	120		
	and <u>the rest</u>	All of <u>good</u> quality.			

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has the Long Boat and a dolly boat

The present state of the Windlass is good Capstan in Rudder good Pumps 2 Metal good

General Remarks and Statement and Date of Repairs, if any.

- DATES of Surveys held while building, as per Section 35.
- 1st. When the Frame is completed _____
 - 2nd. When the Beams are put in, &c. _____
 - 3rd. { When completed, and before the plank be painted or payed } _____

This vessel has been lengthened 24 feet amidships with materials and fastenings as shown on the other side. The planking inside and out, Plank sheels, waterways, shelves, keelson & keel have been all efficiently shifted into the fore and after bodies which have been opened in accordance with Sec 56 of the "Restoration" by the removal of all the bolts in the range of each deck, and the planks taken out, the upper deck waterways and plank sheels taken out, - the H. metal sheathing entirely stripped of the bottom, - all the outside planking scrubbed or scraped bright, - a strike in the upper courses of bottom between the wales and light water mark fore & aft and a plank in the ceiling at the floor heads on each side taken out. The timbers cleared, Hooks forward exposed, - the windlats unhung and wood lining, stripped. - Chain cables on deck.

Revised the following in the fore and after bodies viz -

Timbers -	Stair 2	1 Full	2 Daulgie	Outside planking	Sheer strakes all new of greenheart 15x3	Stair side
Frame sheels	Stair 3	1	3 Oak	Top sides	one plank for 2 and 2 aft	
Exposed all	Stair 13	1	3 Oak	English	Ballie oak, 2 planks of wales of E. Oak	
Rechecked	Stair 13	1	3 Oak	Oak	5 planks of diminishing for 2 & 4 aft	
	Stair 9	1	3 Oak	Red Pine	2 thick bit planks for 2 and 4 aft	
	Stair 10	1	3 Oak	6 planks of bottom for 2 & 4 aft and part of		
	One	1	3 Oak	4 plank strike for 2 and 4 aft		

3 planks for 2 and 2 aft. Wales 4 planks for 2 and 4 aft ballie oak, 5 of diminishing planks for 2 and 4 aft Red Pine. Bottom plank of for 2 & 4 aft. 2 bit planks (5) and 2 aft and part of ballie oak strake of H. Oak. Waterways & Plank sheels all fore & aft Red Pine. One piece of waterways ballie oak 12 ft long in beamway. Shelves, and greater part of clamps all new Red Pine. 10x10 shelves & clamps 3 1/2 inch bolted in every timber of divn. Flat of deck all new & 2 new deck beams ballie oak. Deck transom & loading knees the 1st 6 Oak. Inside planking from 2nd full to all new except a couple of short shifts forward all of Red Pine and thickness as per new work continued for 2 & 4 aft. Two strikes of 3 inch thick at 2nd full heads this bolted with 4 metal in every timber the holes beams having been removed. The new iron Hook. Yellow metal bolted. Keelson new of H. Oak bolted as per rule with 12 iron. New bulwarks and rails. Standing masts new and most of the other spars. New rigging and greater part of sails. Caulked from keel over all.

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, ~~Doubled~~, ~~Felted~~, or Coppered Yellow metal on plank when last done 1863

I am of opinion this Vessel should be Classed _____

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

Special£ 8 : 12 : 0

Certificate£ 2 : 0 : 0

Committee's Minute 6th November 1863

Character assigned Rest 1 for 7 years

For Com: Min: 12 November 1863 record lengthened 24 ft from 1843 and from the lengthening and repairs would respectfully leave it for the Committee's consideration as to the claims for the 8 years. The materials being all equal to this grade.

The 2nd rule for Restoration has been complied with, except the removal of a few shifts forward & aft of outside planking at these parts either inside or outside the condition of the timbers have been ascertained which together with the planks remaining, were found good. We are therefore of opinion that this vessel is fully eligible to be Restored for 7 years.

W. Luke

* Mr. P. Corbridge, Mr. B. W. ...

* The vessel all new