

No. 1185 Survey held at Hamden Date 5th Nov 1839
 on the Barque Java Master Richard Young
 Tonnage 111 3/4 Built at Sunderland When built 1833
 By whom built Mr Southwood Owners Henry Milton Esq
 Port belonging to Newcastle Destined Voyage London
 If Surveyed Afloat or in Dry Dock Hamden Dock

Length aloft	Feet. <u>49</u> Inches. <u>0</u>	Extreme Breadth	Feet. <u>27</u> Inches. <u>2</u>	Depth of Hold	Feet. <u>20</u> Inches. <u>0</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>13</u>	Inches. Middle <u>13</u> Ends <u>13</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>12 1/2</u>	Moulded <u>13</u>	Keel to Bilge	<u>3</u>	Foot Waling	<u>4</u>
1 st Foothooks	" "	" "	Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
2 nd Ditto	" "	" "	Bilge to Wales	<u>4 1/2</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto	" <u>8 1/2</u>	" <u>9</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	" <u>8 1/2</u>	" <u>9 1/2</u>	Topsides	<u>3</u>	Hold Beam Clamps	<u>5</u>
Deck Beams N°. of <u>22</u>	" <u>9 1/2</u>	" <u>9 1/2</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N°. of <u>17</u>	" <u>13</u>	" <u>13</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	" <u>12</u>	" <u>10</u>	Water-Ways	<u>5</u>	Hold Beam Shelves	<u>5 1/2</u>
Kelsons	" <u>12 1/2</u>	" <u>29</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	<u>5 x 12</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>C</u>	Bolts thro' the Bilge and Foot Waling	<u>C</u>	Hold Beam	<u>1</u>
Scarphs of Keel N° of <u>0</u>	"	Butt End Bolts	<u>1</u>	Deck Beam	<u>1</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3</u>	same in Iron above the Copper	
Kelson ditto	"			{ <u>1</u>	
Transoms and throats of Hooks	"				
Arms of Hooks	"				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of 1/2 Eng & 1/2 Oak The Transoms, Aprons, Knight Heads, Hawse Timbers, of 1/2 Eng & 1/2 Oak and are free from all defects. The Floors and first Foothooks are composed of 1/2 Eng & 1/2 Oak Timber. The other Foothooks and Top Timbers of not seen, but should say Eng & Oak. The Shifts of the first and second Foothooks are not less than 0 N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 0. The Frame is reasonably squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is flown in way of fair. The alternate Frames are 0 bolted together. N.B. If not, state how bolted. The Butts of the Timbers are 0 close together; their thickness not less than 0 of the entire moulding at that place. The Frame is 0 choaked with 0 Butt at each end of the chock. The Main Kelson is composed of 1/2 Eng & 1/2 Oak and the False Kelson of 1/2 Eng & 1/2 Oak. The Scarphs of the Kelsons are not less than 2 feet 0 inches. The Deck and Hold Beams are composed of 1/2 Eng & 1/2 Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of 1/2 Eng & 1/2 Oak. From the first Foothook Heads to the Light Water Mark of 1/2 Eng & 1/2 Oak. From the Light Water Mark to the Wales of 1/2 Eng & 1/2 Oak. The Wales and Black-strakes are of 1/2 Eng & 1/2 Oak. The Topsides of 1/2 Eng & 1/2 Oak. The Sheer-strakes and Plank-sheers of 1/2 Eng & 1/2 Oak. The Water-ways of 1/2 Eng & 1/2 Oak. The Decks of 1/2 Eng & 1/2 Oak. State of in fair good order. The Shifts of the Planking are not less than 4 Feet 0 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 2 & 3 between

Planking Inside.—The Limber-strakes are composed of 1/2 Eng & 1/2 Oak the Bilge Planks of 1/2 Eng & 1/2 Oak. The Ceiling, Lower Hold, of 1/2 Eng & 1/2 Oak. Between Decks of 1/2 Eng & 1/2 Oak. Shelf Pieces of 1/2 Eng & 1/2 Oak Clamps of 1/2 Eng & 1/2 Oak. **Fastenings.**—To Hold Beams Double Oak lodging beams above & below. Deck Beams Double Oak lodging beams with a shelf and 12 ft of iron hanging knees. Number of Breasthooks 6 below in about Pointers 2 Oak Crutches none. Butts End Bolts are of 2 Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling some bolted through and clenched. General Quality of Workmanship Reasonable Good.

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name Mr Coppelwell
 Surveyor's Name Mr Coppelwell

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 .		
2	Fore Sails,	240	Chain	1 1/2	3	Bower,	10 " 2 " 0
2	Fore Top Sails,	"	Hempen Stream Cable	1 1/2	1	Stream,	5 " 2 " 0
2	Fore Topmast Stay Sails,	70	Hawser	1	2	Kedge,	2 " 3 " 0
1	Main Sails,	90	Towlines	1 1/2	<i>Sufficient in weight</i>		
2	Main Top Sails,	3	Warp	1 1/2			
and	<i>Well found</i>		All of <i>good</i> quality.				

Her Standing and Running Rigging well sufficient in size and good in quality.

She has one Long Boat and one Shift one only

The present state of the Windlass is off Capstan good and Rudder Sound 3 Com. position 2 Long Boat

General Remarks—Statement and Date of Repairs.

Done at this date.
The Poop taken off and new quarter timbers and new
stem timbers, and entire new Archboard and Stern Plank.
The after length of Gunwale renewed, the Copper Striped
off the bottom, the turnouts tried from Keel to Gunwale
several repairs, the bottom Wood Sheathed over felt Copper
nailed, the Hull entirely Caulked in and new
plank replace on each side of the waterway nearly fore
and aft.

If Sheathed, Doubled, Felted, or Coppered Sheathed When last done October 1839

I am of opinion this Vessel should be Classed J. A. 1.

The Amount of the Fee.....£ 2 : 2 : — is received by me, M^r J. Coppellwell
Special£ 1 : 1 : Per Rec^d Nov 1839

Committee's Minute 3 Dec 1839

Character assigned A 1 pr 7 years