

No. 1167 Survey held at Newcastle Date 1<sup>st</sup> Jan 1842  
on the Steamer "James Advance" Master J. McWhorter  
Tonnage 240 Built at Blackburn When built 29<sup>th</sup> 11<sup>th</sup> 42  
By whom built Roscoe & Roscoe in Blackburn Owners J. Young & Co  
Port belonging to Blackburn Destined Voyage Mediterranean  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft .....	Feet. <u>85</u> Inches. <u>0</u>	Extreme Breadth .....	Feet. <u>9</u> Inches. <u>5</u>	Depth of Hold .....	Feet. <u>12</u> Inches. <u>4</u>
<b>Scantlings of Timber.</b>		<b>Thickness of Plank.</b>			
Timber and Space..... each	Inches. <u>11</u>	Inches. Middle <u>12</u>	Inches. Ends <u>12</u>	<b>Outside.</b>	<b>Inside.</b>
Floors.....sided	<u>2 1/2</u>	Moulded	<u>12</u>	Keel to Bilge .....	Foot Waling .....
1 <sup>st</sup> Foothooks.....	" "	" "	" "	Bilge Planks .....	Bilge Planks .....
2 <sup>nd</sup> Ditto.....	" "	" "	" "	Bilge to Wales .....	Ceiling in Flat .....
3 <sup>rd</sup> Ditto.....	" "	" "	" "	Wales .....	Ditto Bilge to Clamp .....
Top Timbers .....	" "	" "	" "	Topsides .....	Hold Beam Clamps .....
Deck Beams ....N°. of <u>18</u>	" <u>1 1/2</u>	" <u>1 1/2</u>	" <u>1 1/2</u>	Sheer Strakes .....	Deck Beam Ditto.....
Hold Beams ....N°. of <u>4</u>	" <u>1 1/2</u>	" <u>1 1/2</u>	" <u>1 1/2</u>	Plank Sheers.....	Ceiling 'twixt Decks .....
Keel .....	" <u>2 1/2</u>	" <u>2 1/2</u>	" <u>2 1/2</u>	Water-Ways .....	Hold Beam Shelves .....
Kelsons .....	" <u>2 1/2</u>	" <u>2 1/2</u>	" <u>2 1/2</u>	Upper Deck .....	Deck Beam Ditto.....
<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>			
<b>Copper.</b>		<b>Copper.</b>			
Heel-Knee, and Dead Wood abaft .....	" <u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling .....	" <u>1 1/2</u>	Hold Beam .....	"
Scarphs of Keel.....N°.	"	Butt End Bolts .....	"	Deck Beam .....	"
Floor Timber Bolts .....	"	Lower Pintle of the Rudder .....	"	same in Iron above the Copper.....	
Kelson ditto .....	"				
Transoms and throats of Hooks .....	"				
Arms of Hooks .....	"				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Baltic Rhine the Transoms, Aprons, Knight Heads, Hawse Timbers, of Baltic Rhine and are free from all defects.

The Floors and first Foothooks are composed of Baltic Rhine Timber.

The other Foothooks and Top Timbers of Baltic Rhine

The Shifts of the first and second Foothooks are not less than 1 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 1

The Frame is seasoned squared from the first Foothook Heads upwards, and seasoned free from sap, and from thence downwards, the frame is Fluted in square at Nelson

The alternate Frames are 1 bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are 1 close together; their thickness not less than 1 of the entire moulding at that place.

The Frame is 1 chocked with 1 Butt at each end of the chock.

The Main Kelson is composed of Baltic Rhine and the False Kelson of Baltic Rhine

The Scarphs of the Kelsons are not less than 5 feet 4 inches.

The Deck and Hold Beams are composed of Baltic Rhine had some sap at edges

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Baltic Rhine

From the first Foothook Heads to the Light Water Mark of Baltic Rhine

From the Light Water Mark to the Wales of Baltic Rhine

The Wales and Black-strakes are of Baltic Rhine The Topsides of Baltic Rhine

The Sheer-strakes and Plank-sheers of Baltic Rhine The Water-ways of Baltic Rhine

The Decks of Rhine State of some sap at edges

The Shifts of the Planking are not less than 2 to 2 Feet 4 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 1 to 2 inches between

**Planking Inside.**—The Limber-strakes are composed of Baltic Rhine the Bilge Planks of Baltic Rhine

The Ceiling, Lower Hold, of Baltic Rhine Between Decks of Baltic Rhine

Shelf Pieces of 1 Clamps of Baltic Rhine

**Fastenings.**—To Hold Beams Double Wood Holes

Deck Beams Double Diagonal Wood Holes

Number of Breasthooks 5 5 5 Pointers 1 Crutches 5 5 5

Butts End Bolts are of 1 in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling 1 bolted through and clenched.

General Quality of Workmanship appears well finished in workmanship

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

Builder's Name

Surveyor's Name W. C. Popham



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		inches.	N <sup>o</sup> .	
2	Fore Sails,	10	Chain .....	1	3	Bower, <i>but 80 lb</i>
2	Fore Top Sails,	180	Hempen Stream Cable .....	11	1	Stream, <i>10 " 10 " 4</i>
2	Fore Topmast Stay Sails,	"	Hawser .....	"	1	Kedge, <i>3 - 2 - 1</i>
1	Main Sails,	80	Towlines .....	<i>1/4</i>		
2	Main Top Sails,	2	Warp .....	<i>4 1/2</i>		
and <i>100 lb</i>			All of _____ quality.			

Her Standing and Running Rigging Well sufficient in size and Good in quality.

She has One Long Boat and One Shift covered Buil

The present state of the Windlass is off in Capstan good and Rudder sound 4 Iron Bolts

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

This Vessel is now in finishing, the planking fastened by spikes, Nails, and three Bolts, which clinch on ceiling, has a few short shifts and some soap at edges of planking, the Beams, Kelson and Floors are sufficing secured by Bolting, and the Materials composed of are all sound, the Vessel in a good state of equipment, fit to carry dry and perishable cargoes to all parts of the world.

If Sheathed, Doubled, Felted, or Coppered Spunk Bottom When last done "

I am of opinion this Vessel should be Classed 2. 1.

The Amount of the Fee.....£ 3 : 0 : 0 is received by me, *Wm. Lippert*  
*Certificate*  
 Special .....£ 11 : 0 : 0

*Yr. Committee's Minute* 2<sup>d</sup> Jan 1842

Character assigned 1 m 6 m