

No. 169 Survey held at Portaferry Date 19<sup>th</sup> February 1857 169  
 on the Brig Helen Master John Barron  
 Tonnage 116 Built at Monkwearmouth Shore When built \_\_\_\_\_  
 By whom built Not mentioned In County of Durham Owners Hugh Wilson Merchant of Portaferry  
 Port belonging to Portaferry, Port of Newry Destined Voyage Saint Johns  
 If Surveyed Afloat or in Dry Dock in the ways

Length aloft.....| 68 | 0 | Extreme Breadth .....| 17 | 6 | Depth of Hold .....| 12 | 3

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	Inches	Inches Middl.	Inches Ends	Outside.	Inches	Inside.	Inches
Floors.....sided	<u>10</u>	<u>11</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 .....	<u>8</u>	<u>6</u>		Topsides .....		Hold Beam Clamps .....	
Deck Beams .....	<u>9 1/2</u>	<u>8 6</u>		Sheer Strakes .....		Deck Beam Ditto.....	
Hold Beams .....	<u>9 1/2</u>	<u>9 1/2</u>		Plank Sheers.....		Ceiling 'twixt Decks .....	
Keel .....	<u>12</u>	<u>14</u>		Water-ways .....		Hold Beam Shelves .....	
Kelsons .....	<u>13</u>	<u>12</u>		Upper Deck .....		Deck Beam ditto .....	

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

**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 The old timber new Quebec oak and are free from all defects.  
 Her Floors and first Foothooks are composed of English oak and some of the Timber. now put in are part of oak that has been in use before but good  
 Her other Foothooks and Top Timbers of English oak  
 Her Shifts of the first and second Foothooks are not less than 3 feet 6 inches N.B. When reported by you less than the prescribed Rule, then state how many.  
 The rest of the Shifts of the Frame are \_\_\_\_\_  
 The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_  
 The alternate Frames are All bolted together.  
 The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.  
 The Frame is square chocked with no Butt at each end of the chock.  
 The Main Kelson is composed of American Elm and the False Kelson of Quebec oak 3 inches  
 The Scarpns of the Kelsons are not less than 6 feet 3 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 American Elm  
 From the first Foothook Heads to the Light Water Mark of American white oak  
 From the Light Water Mark to the Wales of Quebec white oak  
 The Wales and Black-strakes are of English oak  
 The Topsides of American white oak  
 The Sheer-strakes of English oak  
 The Gunwales of American white oak Water-ways of English oak  
 The Shifts of the Planking are not less than 7 Feet 0 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.  
 The Planking is wrought two & three between. the bits

**Planking Inside.**—The Clamps are composed of American oak the Stringers of Woods  
 The Bilge Planks of American Elm and the remainder of the Ceiling of Span Kelson is elm to two planks of the clamp of the lower deck beams above that English oak

**Fastenings.**—To Hold Beams English oak knees  
 Deck Beams English oak knees with 3 Iron knees hanging in each side  
 Number of Breasthooks 5 English oak two Pointers none Crutches none  
 Butts End Bolts are of Copper in the Bottom, and two Bolt in each Butt End through and clenched. Yes  
 Bilge and Footwaling are copper bolted through and clenched. How through and clinched  
 General Quality of Workmanship Good

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name \_\_\_\_\_



Her Masts, Yards, &c. are in \_\_\_\_\_ 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, <i>New</i>	160	Chain .....	1 1/2	2 Bower,
/	Fore Top Sails, <i>New</i>	90	Hempen Stream Cable.....	6 1/2	1 Stream,
/	Fore Topmast Stay Sails, <i>New</i>	75	Hawser .....	4 1/2	1 Kedge,
/	Main Sails, <i>New</i>	120	Towlines .....	3 1/2	All of proper weight. <i>yes</i>
/	Main Top Sails, <i>New</i>		Warp .....		
and <i>one set all new with a set stary sails</i>		All of <i>New Good</i> quality.			

Her Standing and Running Rigging is *All new* sufficient in size and *And good* in quality.

She has *One* Long Boat and *one stern*

The present state of the Windlass is *Good* Capstan *None* and Rudder *New*

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

*This vessel had been on shore near Portaferry, was taken off and put on the beach under Portaferry town on a ways where the build and repair ships I was requested to go to Portaferry to survey her and found she had got a new keel of one foot, all new planked outside with the exception of the bends that was duded over they were good English Oak, her ceiling was taken off to the lower deck beams they put 18 new floorings in a new Kelson and 3 inch rudder 25 foot hooks in the larboard side and sum second foot hooks a few first foot hooks in the starboard side when I went to her examine her there was no ceiling on the lower hold below the belfe planks and the clamps ought under the hold beams they had tatten out all that was bad or rotten, <sup>some</sup> of her timbers were replaced with oak timbers that had been in use before but were good and fresh the ceiling between decks is English Oak the same as she had when built is well be-nailed and fastened has got new African Oak stanchions, rails and bulwarks new bow logs new Skirting forward new covering boards two new planks in each side of the deck the waterways English Oak all good the remainder of the deck good all new rigging both standing & running new hawser and sails one of her lower masts new her top mast chain plates and dead eyes new has got a new bush Lady head her stern frame all open to view all English Oak good and fresh got new plank on her counter and a rudder case the remainder of her ceiling was all ready to be put on the length of plank from 40 to 45 feet. I consider her well repaired if she had conformed to the regulations laid down in the rules she would have been entitled to be retored but will make a good class as under*

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

And *I am* of opinion this Vessel should be Classed *A, I*

*George W. Ribbin Surveyor*

The Amount of the Fee.....£ = : 10 : 6 is received by me,

Committee Minute *31 March* 1837

Character assigned *A, 1*

*C. G.*

*[Signature]*

