

No. 4792 Requisition N. 304 Survey held at Greenock  
in the Barque "Helen" Old Tonnage New 342 1/2 Built at Greenock  
By whom built Robert Steele 46' Underdeck 326 1/2 Roof 15 1/2

Date 28<sup>th</sup> July Rec 1864 4792

Master Wilson

When built 1864 Launched 5<sup>th</sup> July 1864  
Owners Gilchrist, Watt & Co.

Port belonging to Sydney

Destined Voyage Glad to Australia

Surveyed while Building, Afloat, or in Dry Dock While building

Scantlings of Timber.	Extreme Breadth Outside .....						Feet. 25 1/2	Inches. 30	Depth of Hold .....			Feet. 15 8/10	Inches. 18 1/2
	Sided.	In Ship.	Moulded.	Sided.	Middle.	Ends.			Thickness of Plank.	INCHES.	Required per Rule.		
Timber and Space	25 3/4			24 1/2			Garboard Strakes .....	3 1/2	3 1/4	Lumber Strakes .....	3 1/2	3 1/2	
Floors	10 1/2			10 1/2			Garboard to Bilge .....	3 1/2	3 1/4	Bilge Planks .....	4 1/2	3 1/2	
1st Foothooks	9 1/2			8 3/4			Bilge Planks .....	3 1/2	3 1/4	Ceiling in Flat .....	8	2 3/4	
Ditto	8			8			Bilge to Wales .....	3 1/2	3 1/4	Ditto Bilge to Clamp .....	3	2 1/2	
Ditto	7			7 1/2		5 1/2	Wales .....	4 1/2	4 1/2	Hold Beam Clamps .....			
Top Timbers	7 1/2			7 1/2			Topsides .....	4 1/2	3 1/2	Deck Beam Ditto .....			
Deck { N° Average Space } 4 feet Bulb Iron	7 x 7 1/2			5 1/2 x 7 1/2			Sheer Strakes .....	3 1/2	3 1/2	Ceiling 'twixt Decks .....	2 1/2	2 1/2	
Deams } double Angle Iron on top	2 1/2 x 2 1/2 x 5 1/2						Plank Sheers .....	3 1/2	3 1/4	Hold Beam Shelves .....	10 1/2 to 13 1/2	10 X 9	
Deck Beams, length amidships .....	2 1/2 feet bunches						Water-ways { Upper Deck	9 x 11	8 x 6 1/2	Deck Beam Ditto .....	7 1/2 to 22 1/2	8 1/2 to 6 1/2	
Gold Beams { N° Average Space } 14 1/2 feet	7 x 6 Bulb Iron			6 1/2 x 8 1/2			Ways { Lower Deck	7 1/2 x 11 1/2	10 x 9				
Deams } double Angle Iron on top	2 1/2 x 2 1/2 x 5 1/2						Ditto, faying surface against Timbers .....	5 1/2	5 1/2				
Gold Beams, length amidships .....	2 1/2 feet						Upper Deck .....	3	3				
Keel .....	15 1/2			11 1/2									
carphs of Ditto .....	6 feet bunches			5 feet 2 inches									
Keelsons	15 1/2			12 1/2									
carphs of Ditto .....	6 feet bunches			5 feet 2 inches									

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

Copper in Y.M. In Ship.	Iron in Ship.	Inches required per Rule	Galvanized			Treenails Inches required per Rule
			IRON in Ship.	IRON in Ship.	IRON in Ship.	
Keel-Knee, & Deadw'd abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1	1	Waterway .....
carphs of Keel, N° 7	2 1/2	1 1/2	Arms of Hooks .....	1 1/2	1 1/2	Knees .....
Keelson Bolts through Keel at each Floor .....	1	1	Thro' Bilge & Limber Strakes	1 1/2	1 1/2	Shelf or Clamp .....
Bolts thro' Heels of Timbers against Deadwood .....	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	Waterway .....
			Butt End Bolts .....	1 1/2	1 1/2	Knees .....
			Pintles of the Rudder .....	2 1/2	2 1/2	Shelf or Clamp .....
						Nails or Bolts in Flat of Deck
						Treenails .....

Imbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of British Oak 12

The First Foothooks of British Oak

The Second Foothooks of British Oak

The Third Foothooks and Top Timbers of British Oak 12

The Shifts of the First and Second Foothooks are not less than 1/7 of breadth

N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Good

The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well

The 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 3 1/2 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is British Oak of Windlass is Greenheart

The Keel is American Rock Elm The Main Keelson is Greenheart 12 and free from all defects.

The Stem, and Stern Post of British Oak 12 The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak 12 Deadwood, of American Rock Elm to 2 feet and are free from all defects.

The Deck and Hold Beams of Bulk Iron 12 The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A) the Plank is American Rock Elm

From the above named Height to the Light Water Mark Greenheart 12

From the Light Water Mark to the Wales Greenheart

The Wales and Black-strokes are Greenheart

The Topsides & Sheer-strokes East India Teak & Greenheart

The Spirketting and Plank-sheers East India Teak 16

The Water-ways { Upper Deck East India Teak 16 Lower Deck Greenheart

The Decks Yellow Pine

State of Good

The Shifts of the Planking are not less than Six 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 Three between, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are Greenheart 12

The Ceiling, Lower Hold, and between Decks Greenheart & East India Teak 16 Shelf Pieces and Clamps Greenheart

Fastenings.—To Hold Beams A hanging knee of Iron to each beam end

Deck Beams A hanging knee of Iron to each beam end

Number of Breasthooks Five

Pointers

Crutches Three

Butt End Bolts are of Yellow metal

in the Bottom: Two Bolts in each Butt End

through and clenched.

Bilge and Limber Strakes Yellow Metal

bolted through and clenched. Treenails of British Oak & Larch

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 Robert Steele 46

Surveyor's Signature

Lloyd's Register Foundation

GRH295-0087

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. Main fore mast & bowsprit <sup>are made of steel</sup>, Mizzen mast wood

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N°.		Pathoms.	Inches.	N°.	Weight.
Two parts of Sails and	Fore Sails,	Chain ... Admiralty test. 28.10.	240	14	Bower, ... Admiralty test. ...
	Fore Top Sails,	Hempen Stream Cable .....	90	8	163 1 17. 1. 2
	Fore Topmast Stay Sails,	Hawser .....	90	6 $\frac{1}{2}$	163 1 18. 1. 25
	Main Sails,	Towlines .....	90	5	Stream, .....
	Main Top Sails,	Warp .....	All of <u>Good</u> quality.	Kedge, .....	1 6. 1. 4

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

She has One Long Boat and two others  
The present state of the Windlass <sup>with Patent purchase</sup> is Good Capstan Rudder Good Pumps Two lead Lead

#### 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 }
- Specially surveyed while building from 24<sup>th</sup> Oct 1863 to 28<sup>th</sup> July 1864 in all 35 visits.*

This vessel has been built under special Survey as per order No: 304. She is Barque rigged and has a raised Quarter deck and Monkey forecastle, has nine pairs of double diagonal Iron plates or eighteen on each side of the vessel four inches broad by  $\frac{1}{8}$  thick let into the inside part of frames extending from the upper deck beams down over the bilges to the floor heads. The Hold or lower deck beams of Iron are stayed by double Angle Irons place back to back amidships  $4 \times 3 \times \frac{1}{8}$ . Also the upper deck beams are of Iron as named on the other side, and secured to the ship's side with a Stringer plate on the ends of beams 20 inches broad by  $\frac{1}{8}$  with an angle Iron on top  $4 \times 3 \frac{1}{2} \times \frac{1}{8}$  riveted to it and bolted through the side as per Rule, also longitudinal tie plates each side of the Hatchways, and six pairs of double diagonals where practicable 8 inches broad by  $\frac{1}{8}$  thick. The Stringer plates on the ends of Hold beams are 10 inches broad by  $\frac{1}{8}$  thick the same being attached to the ship's sides same as upper deck with an angle Iron on ditto  $4 \times 3 \frac{1}{2} \times \frac{1}{8}$ . There is an Iron hanging knee fitted to each beam end to upper and lower decks. Is fastened with Yellow Metal bolts to the entire exclusion of Iron, with the exceptions allowed as per Rule Section 46, viz:- Upper deck waterways,  $\frac{1}{8}$ , and a distance down equal to one fifth of the depth of Hold below the upper deck, chain and preventer plate bolts, with short bolts in ceiling  $\frac{1}{8}$  of Galvanized Iron.

Spars	Plates	Riveting of edges	Riveting of butts	Angle iron	No	Diameter
Main Masts	$\frac{1}{8}$	single	double	$4 \times 3 \times \frac{1}{8}$	Two	$19\frac{1}{2}$ ins
Fore Mast	$\frac{1}{8}$	"	"	"	"	"
Bowsprit	$\frac{1}{8}$	"	"	"	"	"



Present condition of Caulking of Bottom, New and Good Deck, New and Good and Waterways New and Good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on felt When last done July 1864

I am of opinion this Vessel should be Classed 13 A Subject herewith

The Amount of the Fee.....£ 4 : " : " is received by me,

Special .....£ 17 : 3 : "

X Certificate ....£ " : " :

Committee's Minute 15 August 1864

Character assigned A for 13 Years

H. J. Boddell.

W.W. from Peary

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Foundation