

No. 149 Survey held at Tenport Date Oct 1839  
on the Helen, a Barque Master Dunn  
Tonnage 276.00 Built at Tenport When built 1839  
By whom built Wm Perkins Owners Wm Cook & Co  
Port belonging to Bristol Destined Voyage  
If Surveyed Afloat or in Dry Dock Surveyed in Progress of Building

Length aloft.....	Feet. 98	Inches. "	Extreme Breadth .....	Feet. 24	Inches. 6	Depth of Hold .....	Feet. 17	Inches. "
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	24		Outside.	Inches.	Inside.	Inches.	
Floors.....	sided	11 1/2	Moulded	Keel to Bilge .....	3 1/4	Foot Waling.....	4	
1st Foothooks.....	"	9 1/2	"	Bilge Planks .....	4	Bilge Planks .....	4	
2nd Ditto.....	"	9	"	Bilge to Wales .....	3 1/4	Ceiling in Flat .....	3	
3rd Ditto.....	"	8 1/2	"	Wales .....	5	Ditto Bilge to Clamp .....	2 1/2	
Top Timbers .....	"	7 1/2	"	Topsides .....	3	Hold Beam Clamps .....	4	
Deck Beams.....	Number of	14		Sheer Strakes .....	3 1/2	Deck Beam Ditto.....	3	
Hold Beams .....	Do. do.	11		Plank Sheers.....	3 1/2	Ceiling 'twixt Decks .....	2	
Keel .....	"	12 1/2	"	Water-ways .....	6	Hold Beam Shelves .....	5 1/2	
Kelsons .....	"	13	"	Upper Deck .....	3 1/4	Deck Beam ditto .....	5 1/2	
Size of Bolts in Fastenings.				Copper.				
Copper.				Iron.				
Heel-Knee, and Dead Wood abaft .....	1 1/8			Bolts thro' the Bilge and Foot Waling.....	5 1/8	Hold Beam.....	1	
Scarphs of Keel.....	Nº. 8	7/8		Butt End Bolts .....	5/8	Deck Beam .....	7/8	
Floor Timber Bolts.....	1 1/8			Lower Pintle of the Rudder .....	3			
Kelson ditto.....	1 1/8							
Transoms and throats of Hooks .....	1 1/8							
Arms of Hooks .....	1							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are — free from all defects. Her Floors and first Foothooks are composed of English Oak Timber. Her other Foothooks and Top Timbers of English Oak. Her Shifts of the first and second Foothooks are not less than 3 1/2 feet 9 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 not less than 3 1/2 feet 10 inches. The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is very good. The alternate Frames are all bolted together. The Butts of the Timbers are very close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is cross choaked with a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than 8 feet 11 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 English Oak. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes of English Oak Decks, and state of, Yellow Pine, very good. The Gunwales of English Oak Water-ways of English Oak. The Shifts of the Planking are not less than 5 Feet 11 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 three between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of English Oak. The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak.

Fastenings.—To Hold Beams Iron Lodging or Horizontal Knees, & Dowelled into the Shelf Beams. Deck Beams Iron Lodging or Horizontal Knees, & Dowelled into the Shelf Beams. Number of Breasthooks Five Pointers one Plan Wood, Crutches 2 Centives, Iron. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship is very good. We certify that the preceding is a correct description of the above-named Vessel. Builder's Name Wm Perkins. Surveyor's Name John Lamer.



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,		Chain .....	Bower,
Fore Top Sails,		Hempen Stream Cable.....	Stream,
Fore Topmast Stay Sails,		Hawser .....	Kedge,
Main Sails,		Towlines .....	All of proper weight.
Main Top Sails,		Warp .....	
and		All of _____ quality.	

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is *with Tysack & Robinson's Patent* Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

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

*This is a very well Built & finished Vessel  
& Materials of the best Quality & I feel  
justified in recommending her as a first  
rate vessel*  
*JH*

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And *I am* of opinion this Vessel should be Classed *12 years A*

*See* The Amount of the Fee.....£ *3 : 1 : -* is received by me,

*John Corner*  
*Surveyor*  
*11th Nov. 1839*

Committee Minute *10 Dec* 183*9*

Character assigned *A for 12 years*



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Foundation