

No. 149 Survey held at Kenport Date Oct 1859
 on the Helen, a Barque Master Dunn
 Tonnage 276.00 Built at Kenport When built 1839
 By whom built W. Perkins Owners W. Cook & Co
 Port belonging to Bristol Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Surveyed in Progress of Building

149
 [Signature]

Length aloft..... 98 Feet 11 Inches. Extreme Breadth 24 Feet 6 Inches. Depth of Hold 17 Feet 11 Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	24		
Floors..... sided	11 1/2	Moulded	12
1 st Foothooks.....	9 1/2	"	10
2 nd Ditto.....	9	"	9
3 rd Ditto.....	8 1/2	"	8
Top Timbers.....	7 1/2	"	5
Deck Beams..... Number of <u>14</u>	9	"	8 1/2
Hold Beams..... Do. do. <u>10</u>	11	"	11
Keel.....	12 1/2	"	15
Kelsons.....	13	"	14 1/2

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3 1/4	Foot Waling.....	4
Bilge Planks.....	4	Bilge Planks.....	4
Bilge to Wales.....	3 1/4	Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	3	Hold Beam Clamps.....	4
Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	3
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	6	Hold Beam Shelves.....	5 1/2
Upper Deck.....	3 1/4	Deck Beam ditto.....	5 1/2

Foot Deck 2 1/4
Foot is 3 1/2 feet High & 40 feet in length

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
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..... N ^o . <u>8</u>	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			same in Iron above the Copper.....	
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 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 1/10 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.

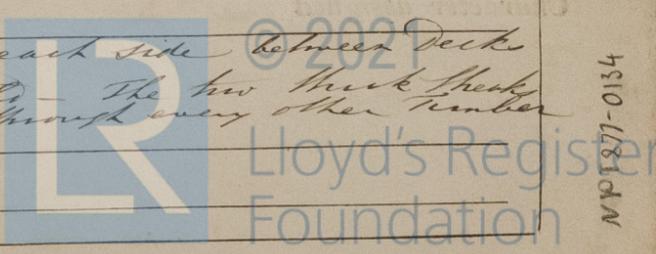
The alternate Frames are all bolted together.
 The Butts of the Timbers are very close together; their thickness not less than 1/3 of the entire moulding at that place.
 The Frame is cross chocked with a Butt at each end of the chock.
 The Main Kelson is composed of English Oak and the False Kelson of _____
 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 Eng^l & Amer² Elm
 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, except from the fore Hatchway, & Dowelled into the Shelf Beams, & framed with oak wood Lodging Knees
 Number of Breasthooks five Pointers one Plan Wood Crutches 2 Centises, 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.
 Six Stable Standards & eight Hanging Knees on each side between Decks
 Eight Hanging Knees on each side lower Hold. The two thick Sheer
 at second foothook heads have a Copper Bolt through every other timber
 & Clunk through
 Builder's Name W. Perkins
 Surveyor's Name John Jones



MP127-0134

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
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 *Patent* Capstan _____ and Rudder _____
with Syraak & Robinson's Patent

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

No 149

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
Letter 7 Nov. 1839

Committee Minute *10 Dec* 183*9*

Character assigned *A for 12 years*
[Signature]

