

No. 3844 Survey held at Sunderland Date March 13th 1849
 on the New Ship Nilda Master Livesey
 Tonnage 658 cu 763 cu Built at Sunderland When built 1849
 By whom built Leifhead Son Owners P. Dunbar
 Port belonging to Sunderland Destined Voyage India Calcutta
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. <u>133</u> Inches. <u>6</u>	Extreme Breadth	Feet. <u>32</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>21</u> Inches. <u>6</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>14</u>	Inches Middle <u>13 1/2</u> Inches Ends <u>11 1/2</u>	Outside.	Inside.	Inches.
Floors	<u>Moulded</u> sided <u>12 1/2</u>	<u>Moulded</u> <u>13 1/2</u> <u>11 1/2</u>	Keel to Bilge	Limber Strakes	<u>4 1/2</u>
1 st Foothooks	<u>11 1/2</u>	<u>10 1/2</u>	Bilge Planks	Bilge Planks	<u>5 1/4</u>
2 nd Ditto	<u>10 1/2</u>	<u>9 1/2</u>	Bilge to Wales	Ceiling in Flat	<u>3</u>
3 rd Ditto	<u>10</u>	<u>8</u>	Wales	Ditto Bilge to Clamp	<u>3 1/2</u>
Top Timbers	<u>9</u>	<u>5 1/2</u>	Topsides	Hold Beam Clamps	<u>5 1/4</u>
Deck Beams N ^o <u>25</u> Average Space } <u>4/6</u>	<u>10 1/4</u>	<u>7 1/2</u> <u>6 1/2</u>	Sheer Strakes	Deck Beam Ditto	<u>3 1/2</u>
Hold Beams N ^o <u>22</u> Average Space } <u>4/4 - 4/6</u>	<u>13 1/2</u>	<u>13 1/2</u> <u>10 1/2</u>	Plank Sheers	Ceiling 'twixt Decks	<u>2 1/4</u>
Keel	<u>14</u>	<u>10</u>	Water-Ways	Hold Beam Shelves	<u>16 1/2</u>
Kelsons	<u>14</u>	<u>16</u>	Upper Deck	Deck Beam Ditto	<u>12 x 12</u>
Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron. Metal			Iron.		
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>		Bolts thro' the Bilge and Limber Strakes	Hold Beam	<u>1 1/4</u>
Scarphs of Keel N ^o <u>8</u>	<u>1 1/2</u>		Butt End Bolts	Deck Beam	<u>1 1/4</u>
Floor Timber Bolts	<u>1 1/4</u>		Lower Pintle of the Rudder		
Kelson ditto	<u>1 1/2</u>				
Transoms and throats of Hooks	<u>1 1/2</u>				
Arms of Hooks	<u>1 1/2</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of Eng Oak and I. Seat the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and Afr. Oak and are up to free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Good throughout. The Frame is square squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared throughout. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is close chocked with 2 Butt at each end of the chock. Square Head and heel are dunnell. The Main Kelson is composed of Mahogany and the False Kelson of I. Seat & b. The Scarphs of the Kelsons are not less than 6 feet 6 inches. dunnell. The Deck and Hold Beams are composed of Mahogany; Afr. and Eng Oak, and Green heart.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Afr. Rock Elm. From the first Foothook Heads to the Light Water Mark of Black White Oak. From the Light Water Mark to the Wales of Mahogany; Afr. and Eng Oak, and part Seat. The Wales and Black-strakes are of I. Seat and part Eng Oak. The Topsides of Mahogany. The Sheer-strakes and Plank-sheers of I. Seat; Afr. and Eng Oak. The Water-ways of Mahogany. The Decks of Yapine State of good. The Shifts of the Planking are not less than 5 1/2 Feet 6 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 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Eng & Afr. Oak & Mahogany the Bilge Planks of Eng Oak & Mahogany. The Ceiling, Lower Hold, of Mahogany; Seat, Afr. and Eng Oak Between Decks of I. Seat. Shelf Pieces of Green Heart & Mahogany Clamps of Eng & Afr. Oak and Seat.

Fastenings.—To Hold Beams Iron Staple Leaning Knags; Wray on top dunnell in; also Iron hanging Knags on Staps and to each Beam; and 11 Iron Riven each side. Deck Beams Iron Staple Leaning Knags; 11 hanging Knags, and 10 Staps and each side which are connected with the Hold Beams. Number of Breasthooks Seven Pointers repair Iron hook aft; Crutches 3 Iron Knags each side. Butts End Bolts are of Y. Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are well bolted through and clenched. Treenails of Eng Oak (English). General Quality of Workmanship Good throughout.

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Signature _____ Surveyor's Signature _____

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	270	Chain	1 1/2	3	Bower, 28 : 27 : 26
1	Fore Top Sails,	80	Hempen Stream Cable	8	1	Stream, 7 ^c
2	Fore Topmast Stay Sails,	70	Hawser	1	1	Kedge, 2 ¹⁰
1	Main Sails,	80	Towlines	6		
2	Main Top Sails,	80	Warp	5		
and <u>well found in other parts</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging Keemp sufficient in size and good in quality.

She has One Long Boat and Two Short Boats

The present state of the Windlass is Supp Capstan Winc and Rudder Secure Pumps 2 Iron & 2 Wood pumps with much oil

General Remarks—Statement and Date of Repairs.

This Vessel is built in every way according to the Rules for the Clasp recommended. The depth of Hold under the Beams to the ceiling board 13 feet but is under 15 feet, consequently Iron Rides are put on, and the number exceeds three on each side more than is required. Has Iron Keelsons midway between the floor head & Hubson, which are securely Bolted through and clinched; also the thick Strake below the Hubson and the Limber Strake are Bolted through the thick of keelson Strake; Has also a long Iron Piece on the top of the After Hold Beams with the arm curved up three Seasons, all securely fastened. Each Strake of Outside plating from the Black Strake to the thick plank in the Bidge is bolted through and clinched every 7 feet between the Rides; The Forecastle deck, and after poop Beams, also the Main deck Beams at each end are secured with Iron plates & bear up the Decking of Bow and Stern; All the Bolts, also the nails in the flat of the upper deck, poop & Forecastle are of copper or good metal to the extent of closure of the

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed B.A.

The Amount of the Fee.....£ 5 : - : is received by me,

Special£ 25 : - :

Certificate (if required)£ - : 10 : for which Wt. May will call 3 at the Office in London.

Committee's Minute 20th March 1849

Character assigned A

[Handwritten signatures and dates]
10th Apr 1849
Wt. May

