

No. 6246 Survey held at Sunderland Date August 8<sup>th</sup> 1857  
 on the Barque "Nemesis" Master D. J. Roberts  
 Tonnage Old 453 Built at Sunderland When built 1857 Launched May  
 By whom built R. Watson Owners J. R. Welch  
 Port belonging to London Destined Voyage London  
 If Surveyed while Building, Afloat, or in Dry Dock While Building 6246

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	12	2	2	0		2	0	1	0		1	0	1	0
Scantlings of Timber.	MOULDED.													
TIMBER AND SPACE	Inches. In Ship.	Required as per Rule	Inches. In Ship. Middle.	Required as per Rule	Inches. In Ship. Ends.	Required as per Rule	Thickness of Plank.				Inches. In Ship.	Required as per Rule		
Floors	12 1/2	12 1/4	12 1/2	10 1/2	12 1/4	10 1/2	Outside.	In Ship.	Required as per Rule	Inside.	In Ship.	Required as per Rule		
1st Foothooks	10 1/2	10 1/2	10 1/2	"	10 1/2	"	Garboard Strakes	3 3/4	3 3/4	Limber Strakes	4	4		
2nd Ditto	9 1/2	9 1/2	9 1/2	"	9 1/2	"	Garboard to Bilge	3 3/4	3 3/4	Bilge Planks	4 1/2	4		
3rd Ditto	8 1/2	8 1/2	8 1/2	"	8 1/2	"	Bilge Planks	4 1/4	3 3/4	Ceiling in Flat	3	3		
Top Timbers	8 1/2	8 1/2	"	6	"	6	Bilge to Wales	3 3/4	3 3/4	Ditto Bilge to Clamp	3	3		
Deck Beams, length amidships	26	26	26	10 1/2	12	10	Wales	5	5	Hold Beam Clamps	4 1/4	4 1/4		
Hold Beams, length amidships	26	26	26	10 1/2	12	10	Topsides	4	4	Deck Beam Ditto	4	4		
Keel	14	13 1/2	14	"	13 1/2	"	Sheer Strakes	4	4	Ceiling 'twixt Decks	2 3/8	2 1/2		
Scarphs of Ditto	6	6	5	9	9	9	Plank Sheers	3 3/4	3 3/4	Hold Beam Clamps	4 1/4	4 1/4		
Keelsons	14 1/2	14 1/2	14 1/2	"	14 1/2	"	Water-Ways	10	6	Deck Beam Ditto	"	"		
Scarphs of Ditto	4	4	5	9	9	9	Upper Deck	3	3					

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

	Inches required in Ship.	Inches required per Rule.		Inches required in Ship.	Inches required per Rule.
Heel-Knee, and Deadwood abaft	1 1/4	1 1/4	Transoms and throats of Hooks	1 1/8	1 1/8
Scarphs of Keel	1 5/16	1 5/16	Arms of Hooks	1 5/16	1 5/16
Keelson Bolts through Keel at each Floor	1 1/8	1 1/8	Bolts thro' Bilge & Limber Strakes, or Thick stuff over Double Floors	1 3/16	1 3/16
Bolts through Heels of Timbers against Deadwood	1 3/16	1 3/16	Butt End Bolts	1 3/16	1 3/16
			Pintles of the Rudder	3	3
			Hold Beam Bolts in		
			Waterway	1 1/2	1 1/2
			Knees	1 5/16	1 5/16
			Shelf or Clamp	1 5/16	1 5/16
			Deck Beam Bolts in		
			Waterway	1 1/8	1 1/8
			Knees	1 1/8	1 1/8
			Shelf or Clamp	1 1/8	1 1/8
			Nails or Bolts in Flat of Deck	1/8	1/8
			Treenails	1/4	1/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2.3 Inches. The Space between the Top-Timbers is 4.6 Inches.  
 The Floors consist of Stellie & English Oak The First Foothooks of Stellie & English Oak Timber.  
 The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak  
 The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are sufficient  
 The Frame is fairly squared from the First Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly squared  
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.  
 The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.  
 The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is English Oak  
 The Main Keelson is Green Heart & Stellie Oak and free from all defects. The Main piece of Windlass is English Oak  
 The Stem, and Stern Post, consist of English Oak & Teak The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak Deadwood, of Green Heart & Stellie Oak and are app<sup>y</sup> free from all defects.

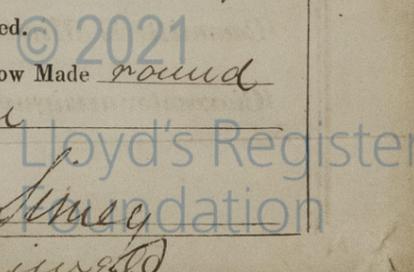
The Deck and Hold Beams consist of Stellie Oak The Breasthooks of Iron The Knees of Iron  
**Planking Outside.**—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads } the Plank is American Elm  
 From the above named Height to the Light Water Mark American Elm  
 From the Light Water Mark to the Wales Stellie Oak  
 The Wales and Black-strakes are Danubian Oak The Topsides Danubian Oak  
 The Sheer-strakes and Plank-sheers Teak, Oak & Stellie Oak The Water-ways { Upper Deck Stellie Oak  
 Lower Deck "  
 The Decks Yellow Pine State of good  
 The Shifts of the Planking are not less than 5 Feet 4 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-strakes and Bilge-strakes are Stellie & Oak  
 The Ceiling, Lower Hold, and between Decks Stellie & Oak Shelf Pieces and Clamps Stellie Oak  
**Fastenings.**—To Hold Beams Iron Lodging Nuts, 4 pairs of Iron Nuts Riders, and 1 pair of Iron Hanging Nuts.

Deck Beams Iron Lodging Nuts, 9 pairs of Iron Hanging Nuts, and 4 pairs of Staple Standards.  
 Number of Breasthooks 6 of Iron Pointers one pair Iron Crutches Iron Transom Nuts 3 pr Iron  
 End Bolts are of Y. Metal in the Bottom, and one Bolt in each Butt End through and clenched.  
 Limber Strakes are bolted through and clenched. Treenails of E. Oak How Made round  
 stuff over Double Floors are bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given  
 Signature R. Watson Surveyor's Signature D. J. Roberts  
J. R. Welch

SLD933 - 0252



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .	Sails	Cables, &c.	Cables, &c.		Anchors	Anchors, and their weights.	
			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain <i>(certificated)</i>	240	1 3/8	Bower, .....	3	19.3-44
2	Fore Top Sails,	Hempen Stream Cable .....	75	8 1/2			18-1.7
2	Fore Topmast Stay Sails,	Hawser <i>chain</i> .....	60	7/8	Stream, .....	1	4-3-26
1	Main Sails,	Towlines .....	45	6			
2	Main Top Sails,	Warp .....	45	5	Kedge, .....	1	2-0-9
and <i>others as usual</i>		All of <u>good</u> quality.					

Her Standing and Running Rigging is of Hemp sufficient in size and good in quality.

She has One Long Boat and two others

The present state of the Windlass is new Capstan new Rudder new Pumps new

General Remarks and Statement and Date of Repairs, if any.

DATE	When completed	Remarks
1st.	When the Frame is completed	<u>December 22<sup>nd</sup> 1856</u>
2nd.	When the Beams are put in, &c.	<u>February 17<sup>th</sup> 1857</u>
3rd.	{ When completed, and before the plank be painted or payed }	<u>April</u>

The outside planking of this Vessel including the keels of the baulk timbers, and the flat of the upper deck is fastened with Iron to the entire exclusion of Iron. R. G. Watson

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 9-1-1

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

Special .....£ \_\_\_\_\_

Certificate .....£ 5

Thos. S. Simey

W. B. Brounwell

Committee's Minute 6<sup>th</sup> October 1857

Character assigned 12 1/2 years



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