

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7-1-47 When handed in at Local Office JAN 1947 Port of HULL
 No. in Reg. Book 63039 Survey held at Hull Date, First Survey 30.11.46 Last Survey 28.12.1946
 (No. of Visits 8)

06596

SEA NYMPH
 TONNAGE: GROSS 246 Built at Greenock By whom G. Brown & Co When 1906 MONTH 1
 UNDER DK 161 Owners Hynd Carriers Ltd Owners' Address Red Northward Apts
 NET 96 Managers C.W. Filding Port belonging to Hull

Surveyed Afloat or in Dry Dock? both Name of Dock Union Dry Dock Victoria St afloat Destined Voyage ✓
 Cell/D/Bor/D/Ba _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 55704. Port CH

CHARACTER.		Machinery and Boiler	
* for Special Survey.		Survey	
Date of last Survey and of Periodical Surveys.		(Including date of N.B., if any).	
*100A1	6,45	*LMC	5,45
E-1	6,45	BS	2,46
55 2 SN-3	6,32	TS	1,45
55 N-2	40		

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined ✓

Society's Freeboard (if assigned) as painted on Ship and now verified _____ ft. _____ ins.

Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition, General Examination & Lh. Renewal.

Now done: Vessel placed in dry dock, bottom & rudder cleaned, examined & re-coated. Anchors & cable ranged & examined.

A general examination, as far as practicable made of hold, bunkers & structure below boiler, peaks, machinery space, decks, coamings, ventilators, hatchways & closing appliances, steering gear, windlass & general equipment, all found or placed in an efficient condition for a period of 12 months.

Repairs W & T: Two E.W. doublings fitted over local wastage in garboard stake p.s. Rudder locking bolt and pintles renewed. Rudder quadrant plate renewed.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkhreads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>Efficient</u>	Ceiling	<u>Efficient</u>	Coal Bunkers, Openings, Covers, &c.	<u>"</u>	When fitted, Month	Year
Caulking of Decks	<u>"</u>	Cement or Asphalt	<u>✓</u>	Oil Bunkers	<u>✓</u>	Boats	<u>Efficient</u>
Coamings	<u>"</u>	Rudder	<u>Efficient</u>	Scuppers	<u>Efficient</u>	Masts, Yards, &c.	<u>"</u>
Beams & Fastenings	<u>"</u>	Steering gear and its connections	<u>"</u>	Cargo Hatchways	<u>"</u>	Condition, how ascertained	<u>See Report</u>
Outside Plating	<u>"</u>	Windlass	<u>"</u>	Hatches	<u>"</u>	(State if wedges removed.)	
Frames	<u>Efficient</u>	Have pumps been examined and found efficient?	<u>Yes</u>	Planking	<u>✓</u>	Equipment letter	<u>A</u>
Reverse Frames	<u>✓</u>	Have Sluice Valves been examined and found efficient?	<u>✓</u>	Caulking	<u>✓</u>	Anchors, No. of	<u>28. 15.</u>
Longitudinals	<u>✓</u>	Have Watertight Doors been examined and found efficient?	<u>✓</u>	Treenails	<u>✓</u>	Cables (State if now ranged)	<u>Yes</u>
Transverses	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Breasthooks & Stemson	<u>✓</u>	length	<u>150</u>
Floors	<u>✓</u>	Air and Sounding Pipes	<u>Yes</u>	Transoms, Pointers & Crutches	<u>✓</u>	(on board)	<u>14 1/16 - 13 1/16</u>
Keelsons	<u>✓</u>	Doubling Plates under Sounding Pipes	<u>✓</u>	Timbers of Frame at openings	<u>✓</u>	Rule length	<u>165 ft</u>
Stringers	<u>Efficient</u>			" " at other places	<u>✓</u>	Chain Locker	<u>Efficient</u>
Inner Bottom Plating	<u>une.</u>			Stringers, Clamps & Shelves	<u>✓</u>	Hawsers & Warps	<u>Efficient</u>
Have the Tanks been examined internally?	<u>Peaks</u>			Salting	<u>✓</u>	Standing and Running Rigging	<u>Efficient</u>
Have the Tanks been tested?	<u>No.</u>			(State if examined.)		Sails	<u>✓</u>

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in my opinion to remain as classed, with fresh record of survey 12, 46 and statim Examined Hull 12, 46 (12 months), subject to permanent repairs to starboard house pipe & plating in way as previously recommended, and to 15 fms anchor cable being supplied at the first opportunity.

Survey Fee (per Section 20)	<u>Gen Exam</u>	£ 4 : 0 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	<u>Repairs</u>	£ 4 : 4 : 0	19
Travelling Expenses (if chargeable)		£ :	Received by me,
Second Surveyor's Fee (if any)		£ :	19

J. Beasley
 Surveyor to Lloyd's Register of Shipping.

WED. 5 FEB 1947

Committee's Minute Note TS withheld
 Character Assigned 12, 46 Hull subject examined 12, 46
 Delete CL Note Not (15)

CERTIFICATE WRITTEN.

008823.008830.0239



10m.3.40—Transfer Ink. (MADE AND PAINTED IN ENGLAND)
 The Surveyors are requested not to write on or below the space for Committee's &

Is Certificate required? If so, to be sent to

could. S.S. "Sea Nymph".

Fore well bulwark rails renewed p.s.

Bulwark rails part renewed p.s. in way of mainmast.

Forward corners of casing p.s. fitted with E.W. doublings.

E.R. skylight glass renewed, 3 casing sidelight glasses renewed.

N^o 1 hatch ridge fore & after renewed together with end supports,
16 hatch wood covers renewed.

N^o 2 hatch ridge repaired, 10 covers renewed.

Fore Peak: 4 floor top angles renewed, 3 side frames p.s.

fitted with E.W. plate in standing flange. Suction tail pipe renewed. Upper side 1 side frame part renewed p.s.

Hold: Insufficient ceiling removed for cleaning of ledges, suction strums cleared, cement chocks renewed as necessary, 2 broken pillars repaired by E.W., two wasted frames p.s. repaired by fitting brackets to stringer, pipe covers renewed.

Bunkers: (P.S.) 1 deck beam cropped & part renewed, 1 shell frame cropped & part renewed, 2 frame reverse bars cropped & part renewed, 2 casing stiffeners cropped & part renewed, saddleback bulkhead repaired by E.W. doubling.

(S.S.) 1 frame reverse bar cropped & part renewed, 3 reverse bars stiffened by E.W. strap, 2 casing stiffeners part renewed, E.W. doublings fitted in casing bulkhead.

Saddleback hatch craming renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.					
22212	60 ³ / ₈	7/8	13 ³ / ₄	20 ⁷ / ₈	26.0.26			60	7/8	STUD LINK	✓	LOW WALKER: 13.12.46 R. J. VOGAN.	
22191	15 ¹ / ₂	"	"	"	6.2.14	35.0.0		15	"	"	✓	30.11.46: LOW WALKER R. J. VOGAN. ✓	
22192	15 ¹ / ₆	"	"	"	6.2.23			15	"	"	✓		

Machinery spaces: 1 frame p.s. E.R. fitted with E.W. strap. Floor in way of after boiler stool top flange stiffened with E.W. plate.

Anchor cables: 7 lengths of cable found wasted & condemned. Six new lengths, of suitable size & weight have been placed on board & verified (for particulars see above), one further length has been ordered, to be placed on board as soon as available.

Masts & Rigging: all repairs carried out as recommended (see Report attached)

Loadline Renewal Survey carried out concurrently with the above, new certificates issued, valid for 1 year.

Note: It is understood that this vessel has now been sold to Danish owners (Rederiet Nordhavet A/S) and renamed "DUNDA".

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

