

No. 990 Survey held at Weymouth Date 19 May 29 June 9 Dec 1857 May 14 June 24 August 16 Dec 1858
on the Barque Sea Nymph Master Charles F. Hoppenin
Tonnage Old Built at Weymouth When built 1857 & 1858 Launched 31 Aug 1858
By whom built C. Besant Owners C. Besant Junr
Port belonging to Weymouth Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet. 120	Inches.	Extreme Breadth Outside	Feet. 24	Inches. 5 1/2	Depth of Hold	Feet. 13	Inches. 6 1/2
Scantlings of Timber.			Thickness of Plank.					
Timber and Space			Outside.			Inside.		
Floors	9	11	9 3/4	9 3/4	8 1/2	Limber Strakes	3 1/2	3 1/4
1st Foothooks	9	9	8 1/2	8 1/2	7 1/2	Bilge Planks	3 1/2	3 1/4
2nd Ditto	8 1/2	8 1/2	8	7 1/2	7	Ceiling in Flat	2 1/2	2 1/2
3rd Ditto	8	7 1/2	5	7	5	Ditto Bilge to Clamp	2 1/2	2 1/2
Top Timbers	8	5	7	7	5	Hold Beam Clamps	3 1/2	3 1/2
Deck Beams } No 24 Average Space 4 feet	8	5	7	7	5	Deck Beam Ditto	3 1/2	2 1/4
Deck Beams, length amidships	8	5	7	7	5	Ceiling 'twixt Decks	2 1/4	2 1/4
Hold Beams } No 2 Average Space 2 feet	11	11	9	10	8 1/2	Hold Beam Shelves	none	
Hold Beams, length amidships	11 1/2	13	11 1/4	11 1/4		Deck Beam Ditto	none	
Keel } Length 6 feet 6 inches	11 1/2	13	11 1/4	11 1/4				
Scarp of Ditto	14	14	12 1/4	12 1/4				
Keelsons } Length 6 feet 6 inches	14	14	12 1/4	12 1/4				
Scarp of Ditto	14	14	12 1/4	12 1/4				

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

Heel-Knee, and Deadwood abaft	Copper or Iron. Inches in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Iron. Inches in Ship.	Inches required per Rule	Hold Beam Bolts in	Copper or Iron. Inches in Ship.	Inches required per Rule
Scarp of Keel.....No. 2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	Knees	3/4 x 7/8	13 1/4
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/2	1 1/2	Shelf or Clamp	1/2	13
Bolts through Heels of Timbers against Deadwood	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2	Waterway	1/2	13
			Pintles of the Rudder	2 3/4	2 3/4	Knees	1/2	13
						Shelf or Clamp	1/2	13
						Nails or Bolts in Flat of Deck	1/2	13
						Treenails 1 1/4 inches	English Oak	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 3 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

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 3 ft 9 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 9 inches

The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared

The alternate Frames are bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are 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 piece of Rudder is English Oak

The Main Keelson is Pitch Pine and free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak above 20 feet and are free from all defects.

The Deck and Hold Beams consist of English & Baltic Oak The Breasthooks of English Oak & Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American & English Elm

From the above named Height to the Light Water Mark American Elm & Red Pine

From the Light Water Mark to the Wales Baltic Fir and American Red Pine

The Wales and Black-strakes are Baltic Oak & Pitch Pine The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers Baltic Fir & Baltic Oak The Water-ways { Upper Deck Baltic Fir

The Decks Amer. Gallow Pine Iron fastened Lower Deck none

The Shifts of the Planking are not less than Five Feet Inches. State of Good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought Three between, and without step-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic and American Oak

The Ceiling, Lower Hold, and between Decks Baltic Fir Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams Iron Knee at the Fore and After Side, Iron Hanging Knee to each Beam

Deck Beams Maple Fore and Aft Knee between each Beam, Nine Pairs of Iron

Hanging Knees

Number of Breasthooks Four Pointers Two English Oak Crutches one Iron

Butts End Bolts are of Iron except in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Turned

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship about equal to the class

We certify that the above is a correct description of the several particulars therein given

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 .	Weight.
Hull Sails	Fore Sails,	/ Chain	100	1 1/4	Bower,	1	12 " 2 1/2
	Fore Top Sails,	/ Chain	100	1 1/4		1	11 " 2 1/2
	Fore Topmast Stay Sails,	/ Hempen Stream Cable	90	1/2		1	7 " 0 " 0
	Main Sails,	/ Hawser	90	5	Stream,	1	2 " 1 " 0
	Main Top Sails,	/ Towlines	90	4			
		/ Warp	120	3 1/2	Kedge,	1	1 " 0 " 0
and			All of <u>Good</u> quality.				

Her Standing and Running Rigging is Hemp & is sufficient in size and Good in quality.

She has one 20 feet Long Boat and one 18 feetolly Boat

The present state of the Windlass is Patent Capstan Good Rudder Efficient Pumps Two Metal

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

DATES of Surveys held while building, as per Section 35.

1st.	When the Frame is completed	<u>19th May 1857</u>
2nd.	When the Beams are put in, &c.	<u>9th Dec^r 1857</u>
3rd.	{ When completed, and before the plank be painted or payed }	<u>24th June 1858</u>

This vessel has got a very excellent Frame, and on the whole the material is satisfactory, the Workmanship is not more than equal to the class aimed at. Said vessel is to be yellow metal in London, where she is to be caulked again -

The Fees and expenses amounting to clasp fee £ 3 " 0 " 0
Certificate " 0 " 5 " 0
Special " 7 " 7 " 0
Expenses " 9 " 0 " 0
To be paid in London £ 19 " 12 " 0

Mr Pesant
Ship broker
Sharnes Street

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 Eight Years A-1

The Amount of the Fee.....£ 3 : : is received by me, J. W. Jobling

Special£ 7 : 7 :
Certificate£ 9 : 5 :
31.12.58 3/1/59

Committee's Minute 4th January 1859

Character assigned 8



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