

No. 1004 Survey held at Southampton Date set on early 1858 July 19th August 9th Sept 15th Oct 13th 1858

on the ship Sea Nymph Master Stephen Cook

Tonnage Old Built at Southampton When built 1858 & 1859 Launched 1st Feb 1859

By whom built George Langley Owners George Langley & Co

Port belonging to Southampton Destined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock

Table with columns: Length aloft, Extreme Breadth Outside, Depth of Hold, Thickness of Plank, Scantlings of Timber, Outside, Inside. Includes rows for Timber and Space, Floors, Foothooks, Top Timbers, Deck Beams, Hold Beams, Keel, Scarphs, Keelsons, etc.

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

Table for bolts and treenails with columns: Copper or Iron, Inches in Ship, Inches required per Rule. Rows include Heel-Knee, Transoms, Arms of Hooks, Bolts thro' Bilge & Limber Strakes, etc.

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/2 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 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet

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

The alternate Frames are all 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 English Oak 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 Beams and are free from all defects.

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

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Yellow Pine

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak

Wales and Black-strakes are English Oak The Topsides English Oak

Strakes and Plank-sheers English Oak The Water-ways { Upper Deck English Oak Lower Deck None

American yellow pine State of Good

The Planking are not less than Six Feet Inches. N. B. If less than prescribed by the Rule, state whether general

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 English Oak

The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps English Oak

Fastenings.—To Hold Beams none

Deck Beams Riving & Lodging English Oak beam to each beam with six pairs of iron hanging bones.

Number of Breasthooks None Pointers ceiling scrubbed up to the deck Crutches Six Iron

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of 1 1/8 & 1 1/4 in bottom How Made Furnish

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

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. |
| Full set | Fore Sails, | 1 Chain tested proof 16 tons | 90 | 1 | 8' 0" 0 |
| | Fore Top Sails, | 1 Chain | 90 | 1 | 8' 0" 0 |
| | Fore Topmast Stay Sails, | Hempen Stream Cable | 120 | 9 | 3' 2" 0 |
| | Main Sails, | Hawser | 80 | 6 | 1' 3" 0 |
| | Main Top Sails, | Towlines | 80 | 4 1/2 | |
| and | | Warp | 80 | 3 1/2 | |
| | | All of <u>York</u> quality. | | | |

Her Standing and Running Rigging 3 inch wire sufficient in size and good in quality.

She has one 17 feet Long Boat and one 10 feet boat

The present state of the Windlass is Robert Capstan Southampton 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 | 2nd. When the Beams are put in, &c. | 3rd. { When completed, and before the plank be painted or payed } |
|--|----------------------------------|-------------------------------------|---|
| | <u>July 14th 1859</u> | <u>Aug 9th "</u> | <u>Sept 15th "</u> |

This vessel has been seen by me during the progress of building almost every day that I was at Southampton. The material is of good quality, & she is exceedingly well fastened with through bolts & turnbuckles. This vessel's outfit was finished or nearly so the last time I was on board of her on the 1st March 1859

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal on Wadding When last done May 1859

I am of opinion this Vessel should be Classed A. 1. Twelve years

The Amount of the Fee.....£ 2 : : is received by me,

Special£ 6 : 6 :

Certificate£ : 2 : 6

Committee's Minute 10th May 1859

Character assigned 12 Years



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