

No. 1004 Survey held at Southampton Date 10th July 1858 10th August 9th Sept 15th Oct 13th 1858
on the Ship Sea Nymph Master Stephen Cook
Tonnage Old New 145 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

Length aloft			Extreme Breadth Outside			Depth of Hold		
Feet. 93			Feet. 20			Feet. 11		
Inches. 70			Inches. 160			Inches. 70		
Scentlings of Timber.			Thickness of Plank.					
Timber and Space			Outside.			Inside.		
Floors			Garboard Strakes			Limber Strakes		
1 st Foothooks			Garboard to Bilge			Bilge Planks		
2 nd Ditto			Bilge Planks			Ceiling in Flat		
3 rd Ditto			Bilge to Wales			Ditto Bilge to Clamp		
Top Timbers			Wales			Hold Beam Clamps		
Deck } N ^o 23 Average Space } 3 feet			Topsides			Deck Beam Ditto		
Deck Beams, length amidships			Sheer Strakes			Ceiling 'twixt Decks		
Hold } N ^o Average Space } none			Plank Sheers			Hold Beam Shelves		
Hold Beams, length amidships			Water-Upper Deck			Deck Beam Ditto		
Keel } 3 lengths Eng. & Amer. 6 in. 10 13 1/2			Ways } Lower Deck					
Scarp of Ditto			Ditto, faying surface against Timbers					
Keelsons } 3 lengths Eng. & Amer. 6 in. 10 11			Upper Deck					
Scarph of Ditto								

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.								
Copper or Iron. Inches in Ship.			Copper or Iron. Inches in Ship.			Copper or Iron. Inches in Ship.		
Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Waterway		
Scarph of Keel N ^o 5 4 in. 7/8 3/4			Arms of Hooks			Shelf or Clamp		
Keelson Bolts through Keel at each Floor			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			Deck Beam Bolts in		
Bolts through Heels of Timbers against Deadwood			Butt End Bolts			Knees		
			Pintles of the Rudder			Shelf or Clamp		
						Nails or Bolts in Flat of Deck		
						Treenails		

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 and are free from all defects.

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

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

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

American yellow pine Lower Deck none

the Planking are not less than Six Feet inches State of Good

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 Planking & lodging English Oak beams to each beam with six pairs of iron hanging knees.

Number of Breasthooks four Pointers ceiling worked up to the deck Crutches two 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 1/8 & 1/4 in bottom How Made turned

Thickstuff 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

Builder's Signature George Langley Surveyor's Signature John J. ...

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

Her Standing and Running Rigging Single wire sufficient in size and Good in quality.

She has one 17 feet Long Boat and one 10 feet boat 14 feet

The present state of the Windlass is Patent 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	<u>July 14th 1859</u>
2nd.	When the Beams are put in, &c.	<u>Aug 9th "</u>
3rd.	{ When completed, and before the plank be painted or payed }	<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 4 for 12 Years



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Foundation