

No. 2751 Survey held at Neyland Date 5<sup>th</sup> October Recd 21/10/64 2751  
on the Barque "Cardiganshire" Master Spruace  
Old 1864 Tonnage 364 1/2 Built at Neyland When built 1864 Launched 15<sup>th</sup> Sept  
By whom built Gaddam & Evans Owners James Bentalls  
Port belonging to London Destined Voyage Milford to Cardiff, thence to Africa  
Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.	Depth of Hold	Feet.			Inches.
	Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.			Sided.	Moulded.	Ends.	
124				26			4				17					
<b>Scantlings of Timber.</b>																
<b>Outside.</b>																
TIMBER AND SPACE	24	11	11	25	11	11	Garboard Strakes	4	3	3	Limber Strakes	4	3	3	3	3
Floors	11	11	11	11	11	11	Garboard to Bilge	3	3	3	Bilge Planks	3	3	3	3	3
1 <sup>st</sup> Foothooks	9	9	9	9	9	9	Bilge Planks	1	1	1	Ceiling in Flat	3	3	3	3	3
2 <sup>nd</sup> Ditto	9	9	9	9	9	9	Bilge to Wales	3	3	3	Ditto Bilge to Clamp	2	2	2	2	2
3 <sup>rd</sup> Ditto	9	9	9	9	9	9	Wales	4	4	4	Hold Beam Clamps	4	4	4	4	4
Top Timbers	8	8	8	8	8	8	Topsides	4	4	4	Deck Beam Ditto	4	4	4	4	4
Deck { N <sup>o</sup> 25 Average Space } 4 feet	9	9	8	8	8	8	Sheer Strakes	4	4	4	Ceiling { 12 x 12 } Decks	2	2	2	2	2
Beams	9	9	8	8	8	8	Plank Sheers	3	3	3	Hold Beam Shelves	—	—	—	—	—
Deck Beams, length amidships	24	24	24	24	24	24	Water { Upper Deck } 9 x 9	9	9	9	Deck Beam Ditto	—	—	—	—	—
Hold { N <sup>o</sup> 15 Average Space } 8 1/2 feet	11	11	10	11	11	9	Ways { Lower Deck }	—	—	—						
Beams	11	11	10	11	11	9	Ditto, faying surface against Timbers	5	5	5						
Hold Beams, length amidships	24	24	24	24	24	24	Upper Deck	3	3	3						
Keel	12	12	12	12	12	12										
Scarphs of Ditto	6	6	6	6	6	6										
Keelsons	13	13	13	13	13	13										
Scarphs of Ditto	6	6	6	6	6	6										

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/4	1 1/2	1 1/8	Transoms and throats of Hooks	1	1 1/2	1 1/8	Hold Beam { Waterway ..	4	4	4
Scarphs of Keel, N <sup>o</sup> 7	1 1/2	1 1/2	1 1/8	Arms of Hooks .....	1 1/2	1 1/2	1 1/8	Bolts in { Knees .....	4 1/2	4 1/2	4 1/8
Keelson Bolts through Keel	1 1/2	1 1/2	1 1/8	Thro' Bilge & Limber Strakes	1 3/4	1 3/4	1 1/8	{ Shelf or Clamp			
at each Floor .....	1 1/2	1 1/2	1 1/8	Thickstuff over Double Floors	2	2	1 1/8	Deck Beam { Waterway ..	4 1/2	4 1/2	4 1/8
Bolts thro' Heels of Timbers	1 1/2	1 1/2	1 1/8	Butt End Bolts .....	2 1/2	2 1/2	1 1/8	Bolts in { Knees .....	4 1/2	4 1/2	4 1/8
against Deadwood .....	1 1/2	1 1/2	1 1/8	Pintles of the Rudder .....	2 1/2	2 1/2	1 1/8	{ Shelf or Clamp	4 1/2	4 1/2	4 1/8
								Nails or Bolts in Flat of Deck	4 1/2	4 1/2	4 1/8
								Treenails .... Inches	4 1/2	4 1/2	4 1/8

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

The Floors consist of Cup Oak The First Foothooks of Cup Oak

The Second Foothooks of Cup Oak The Third Foothooks and Top Timbers of Cup Oak

The Shifts of the First and Second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

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

The all 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 3 of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock. The Main piece of Rudder is Cup Oak of Windlass is Cup Oak

The Keel is 2. R. Elm The Main Keelson is Greenheart and free from all defects.

The Stem, and Stern Post of Cup Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Cup Oak

Deadwood, of Cup Oak and are free from all defects.

The Deck and Hold Beams of Cup Oak The Breasthooks of Iron The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is 2. R. Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Greenheart

From the Light Water Mark to the Wales Greenheart

The Wales and Black-strakes are Greenheart The Topsides & Sheer-strakes Greenheart

The Spirketting and Plank-sheers Greenheart The Water-ways { Upper Deck Greenheart

The Decks Yellow Pine Lower Deck —

State of good

The Shifts of the Planking are not less than 5 Feet — 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 3 between, and without step-butting, as one

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Greenheart instance at fore end of Bilge

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

**Fastenings.**—To Hold Beams 9 pairs of Hanging Nails extending down to lower part of Bilges, and lodging pieces in each space

Deck Beams 11 pairs of Hanging Nails including 3 pairs of Standards, and lodging pieces in each space

Number of Breasthooks 6 Pointers — Crutches 3

Butt End Bolts are of Y. Metal in the Bottom: 4 Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Cup Oak How Made Burned

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 Thomas Gaddam

Builder's Signature Gaddam & Evans Surveyor's Signature David Vaughan

BR580-311

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> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain	240	1 1/4	Bower,	3	19.1.0
2	Fore Top Sails,	Hempen Stream Cable	90	9			19.0.9
2	Fore Topmast Stay Sails,	Hawser	90	7	Stream,	1	5.3.10
1	Main Sails,	Towlines	90	5			
2	Main Top Sails,	Warp			Kedge,	1	3.4.16
and <u>all other necessary</u>		All of <u>good</u> quality.					1.2.11

Her Standing and Running Rigging Heave sufficient in size and good in quality.

She has one Long Boat and two other good Boats

The present state of the Windlass good Capstan and Rudder good Pumps two iron

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 }

Specially Surveyed

This vessel was commenced in 5<sup>th</sup> July 1863 and the survey on frame was held 10<sup>th</sup> Nov 1863, and was seen on other occasions between that date and the date of Secretary's instructions for S.S. 14 April 1864. She has been built under a Roof and the requirements of Act 52 observed. The scantling of frames, thickness of inside and outside planking, and the fastenings are equal to the Rules. Ground tackle as above, and the Testing Certificates for same is enclosed. She is Yellow Metalled over felt to about Wales.

The "Cardiganwhin" is a substantial little vessel has been built under a Roof, and Act 46 complied with to the entire exclusion of iron bolts, and we would recommend her to the Committee for the 14th grade, subject to the certificates of Test for Anchors & chains being approved.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metalled over felt When last done Sept 1864

Our opinion this Vessel should be Classed 14th

The Amount of the Fee.....£4 : : is received by me, Thomas Congdon

Special .....£18 : 5 : :

✓ Certificate .....£ : : :

Committee's Minute 21<sup>st</sup> October 1864

Character assigned 14th for 14 Years

To have for 1<sup>st</sup> Oct 1864

See Com. Min.

12<sup>th</sup> Oct 1864

1<sup>st</sup> Oct

14

\* Johns & Co. 30 Lime Street. London W.C.