

IRON SHIPS.

No. 2600 Survey held at Newcastle
on the S.S. "Llandaff"

Date 23rd Dec 1865 to 26 June 1865

Tonnage Gross 411.43 Engine Room 100.23 Register 311.40 Built at Newcastle

When Built 1865 Launched 27th Mar By whom built Schlesinger, Davis & Co

Port belonging to Cardiff Destined Voyage Plymouth

Surveyed Afloat or in Dry Dock While building

Length aloft 152.6 Extreme Breadth 24.35 Depth from top of Upper Deck }
Beam to top of Floor 14.5 Power of Engines 65

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches. 16ths required		Stern-post, if bar iron, moulding and thickness	Inches. 16ths required		Keel, if bar iron, depth and thickness	Inches. 16ths required		Garboard Plates, Breadth and thickness	Description of Iron.	Material.	Inches. 16ths required	Inches. 16ths required
	In ship.	In Rule.	In ship.	In Rule.		In ship.	In Rule.		In ship.	In Rule.		In ship.	In Rule.					
Floors, Size of Angle Iron, and No. 1 & 2 at bottom of Floor Plate	3 1/2	2 1/2	4 1/6	3 1/4	2 3/4	4 1/6		" " if plate iron, breadth and thickness	6 3/4	2 1/4	6 1/2	2 1/4	" " if plate iron, breadth and thickness	7 1/4	4 1/8	6 1/2	4 1/2	
" depth and thickness of Floor Plate at mid line	18	7 1/6	16	7 1/6				" " if plate iron, breadth and thickness	24	3 1/4	24	3 1/4						
" depth and thickness of Floor Plate at Bilge Keelson	6	7 1/6																
" Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	2 1/2	2 1/2	5 1/6	2 1/2	2 1/2	5 1/6		From Garboard to upper part of Bilge	25 1/2	9 1/6	24	9 1/6	From upper part of Bilge to Sheerstrakes	7 1/6		7 1/6		
Frames, Size of Angle Iron, single & double	3 1/2	2 1/2	4 1/6	3 1/4	2 3/4	4 1/6		Sheerstrakes, Breadth and thickness	28 1/2	7 1/6	24	7 1/6						
" " Reversed Iron, & to every frame	2 1/2	2 1/2	5 1/6	2 1/2	2 1/2	5 1/6		Butt Straps to outside plating, Breadth and thickness	8 1/2	6 1/2	7 1/6	6 1/6						
Beams, Deck (No. 36) double Angle Iron, Plate, or Bulb Iron	6	6 1/6	6	6 1/6				Planksheers										
" " double or single Angle Iron, on top edge	2 1/4	2 1/4	5 1/6	2 1/4	2 1/4	5 1/6		Gunwale Plate or Stringer on ends of Up. Dk Beams	23	7 1/6	21 3/4	7 1/6	Angle Iron on ditto	3 1/2	3	3 1/2	3	
" " average space between	alternate frames							Diagonal Tie Plates on Beams	9	7 1/6	9	7 1/6	Waterway	9	7 1/6	9	7 1/6	
" " if wood (No.) sided & moulded								Deck	3	1/3			Deck	3	1/3			
" Hold, or Lower Deck (No. 20) double Angle Iron, Plate, or Bulb Iron	6	6 1/6	6	6 1/6				Ceiling in Hold	2 1/2				Ceiling between Decks	16	7 1/6	16 1/6	7 1/6	
" " double or single Angle Iron, on top edge	2 1/4	2 1/4	5 1/6	2 1/4	2 1/4	5 1/6		Ceiling betwixt Decks	9	7 1/6	9	7 1/6	Stringer or Tie Plates outside Hatchways	9	7 1/6	9	7 1/6	
" " average space between	every fourth frame							Beam Clamps or Spirketting					Deck Beam Clamps or Spirketting	3 1/2	3	3 1/2	3	
" " if wood (No.) sided & moulded								" Shelf					" Shelf					
" Paddle, wood, sided and moulded, or if Iron, size of Plate								Stringer Plates on ends of Hold or Lower Dk Beams	16	7 1/6	16 1/6	7 1/6	Stringers in Hold					
" Engine								Ceiling between Decks	3 1/2	3	3 1/2	3	Deck, Lower					
Keelson, single plate, box, or intercostal	21 1/2	7 1/6	18 1/6	7 1/6				Stringer or Tie Plates outside Hatchways	9	7 1/6	9	7 1/6	Deck, Upper, how fastened to Beams	nut & screw bolts				
" Size of Plates	22	4 1/6	11	4 1/6				Deck Beam Clamps or Spirketting	3 1/2	3	3 1/2	3	Bulkheads, No. 4	Thickness of 5 1/6				
" Size of Angle Irons	3 1/2	3	3 1/2	3				" Shelf					" how secured to the sides of the ship	to double frames				
Ditto Bilge (No. 2) double angle iron	4	3	7 1/6	3 1/2	3	4 1/6		Stringers in Hold					" size of vertical angle iron and their distance apart	2 1/2	2 1/2	5 1/6	30 apart	
Transoms, material Plate or, if none, in what manner compensated for.								Deck, Lower					rivetted through plates with (5/8 in.) rivets, about (5") apart.					
Knight-heads, and Hawse Timbers	chocks							Deck, Upper, how fastened to Beams	nut & screw bolts				to side of tank & alternate frames to deck					

The Frames or Ribs extend in one length from Keel to Gunwale

The reverse angle irons on the floors extend in one length across the middle line from to side of tank & alternate frames to deck

" " " on the frames " " " from to

Keelson, how are the various lengths of plates or angle irons connected? Butt straps

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 1/2 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (3/4 in.) thick, double or single rivetted; rivets (3/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edge of Sheerstrake, double or single rivetted? No

Butts from bilge to planksheers, worked carvel with a lining piece (7/16 in.) thick, double or single rivetted; rivets (5/8 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 3/8)

Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivetted

sheer, how secured to the plating of the sides

way " " planksheer and to the Beams { Explain by sketch if necessary. } Gutter Waterway

Beams, how secured to the side? three plates rivetted to frames

or Lower Deck " do

" " " " " "

breasthooks 4 crutches 4 how are pointers compensated?

Description of iron is used for the angle iron and plate iron in the vessel?

iron stamped 6.6 x 1.1 Plates shot

IRON 438-0331

ship. Are the lands in all cases in breadth at least five times the diameter of the rivets in double rivetted
edges and butts, and throughout their length without requiring any making good of deficiencies? yes
Do the edges of the carvel plating, or are they in short lengths of various thicknesses? solid with single pieces
Do the fillings between the rivets, or are they in short lengths of various thicknesses? generally so and are the rivet holes
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? yes
well and sufficiently countersunk in the outer plate? yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
She has SAILS.

No. 1
One
Suit
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and

CABLES, &c.
marked Lloyd's Type
Chain 210 1/0
Hawser 90 5/0
Towlines 7
Warp 5
All of New quality.

ANCHORS, and their weights.
marked Lloyd's Type
Bower, 12 1/2, 5, 65, 10, 7, 26, 12, 8, 3, 0
Stream, 12 1/2, 6, 65, 10, 1, 14, 12, 6, 2, 7
Kedge, 2 1/2, 1, 14, 1, 0, 1

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

She has one Long Boat and one other
The present state of the Winchlass is Good and Rudder Good Pumps 2 Deck Pump & Engine Pump

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.
1st. On several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the progress of rivetting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched
Special Survey
Order No 493-21

This vessel has a double bottom extending from the fore side of Engine Room to the fore Bulkhead, about 83 feet, double angle iron bridge keeldons 4x3x7/16 have been fitted forward and aft properly shifted over the double bottom, she has a raised Quarter deck which measures 37.95 tons, the total tonnage is now found to exceed what the Builders anticipated, she has been built agreeable to the accompanying section, and to the 300 tons scale, the workmanship has been generally satisfactorily performed, I beg therefore respectfully to submit this for the favourable consideration of the Committee for the C Class,

In what manner are the surfaces preserved from oxidation? Red Lead, Cement in bottom,

I am of opinion this Vessel may be classed A

The amount of the Fee £ 5 is received by me,

* June 1886 Special £ 20 11
Certificate (if required) £

Committee's Minute 30th June 1885

Character assigned A

Double Bottom?

J. H. Lillman
I am of opinion
this vessel is eligible
for the C Class
Lloyd's Register
Foundation