

21405
REPORT of SURVEY for REPAIRS, &c.

No. 2648
Survey held at Swansea Date, first Survey 22nd Jan^y Last Survey 5th June 1878
Reg. Book. on the S.S. Llandaff Master Lodge
576 TONNAGE under Tonnage Deck 373-48
Ditto of Spar Deck, or Awning Deck
Ditto of Poop
Ditto of Raised Qr. Dk. 37-95
Ditto of Houses on Deck 38-90
Ditto of Forecastle
Gross Tonnage 419-93
Crew Space, as per Rule 27-34
Register Tonnage, cut on Beam
Engine Room 134-38
Reg. Tons as St^rmer, cut on Bm. 258-21
Built at Newcastle
Owners J Baker
Residence Cardiff
By whom built Schlesinger
Destined Voyage Newport
H Surveyed Afloat & in Dry Dock Phoenix dry dock
Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
Classed A1
Last Survey, No. 12665 Port Iron
S.S. Nos 3-74

REPAIRS, OR EXAMINATION AS PER RULE Damage repaired S.S. Nos 3-74
This vessel struck a sunken wreck while on a passage from Cardiff to Swansea and sustained considerable damage, she has now been repaired as under.

Starb^d side by the fore end of raised quarter deck, two bulwark plates, one plate in the sheerstrake, and four plates underneath, three frames & reversed frames. On the Port side one bulwark plate, two plates in sheerstrake, and four plates underneath, three frames & reversed frames, rail and gunwale mouldings and two planks on quarter deck on each side, the stringers extended to the after bulkhead, one keel plate and two plates in the bottom renewed, & two plates taken down straightened and re-riveted, the ceiling and cement removed all fore and aft, the whole of the surfaces of iron chipped and beaten, thirty butt straps on each side renewed wide 8 1/2

Present Condition of the						
Decks	Good	Greenails	Rivets	Good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stemson		"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches		"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings		"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places		"	Condition, how ascertained	Exam ^d
Planksheers	"	Keelsons		"	Sails	Suit & spare
Sheerstrakes	"	Clamps and Shelves		"	Anchors	No. of 3 B, 1 1/2 K
Topsides	"	Ceiling		"	Cables	Complete
Wales	"	Rudder		"	Hawsers and Warps	1-9 2-6 1-5 2-3 1/2
Plank (Bottom) and Counter	"	Copper Paint	When put on	Now	Standing & Running Rigging	"
		Caulking of				
		Bottom, Deck, & Waterways				

Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Scuppers good Cargo and Main Hatchways Good Hatches
General Observations, Opinion as to Class, &c. This Vessel has now been repaired as reported is in good condition, and the requirements of the Rules for S.S. Nos 3-74 having been complied with we are of opinion she is eligible to remain as Classed with a record in the Register Book of S.S. Nos 3-74 1878.

Engineer Surveyors report to follow.

The Amount of Entry Fee ... £ 1 : 0 : 0 received by me, J. S.
Special ... £ 6 : 6 : 0 15/6 1878
Damage reports Certificate (if required) ... £ : : 0
Travelling Expenses, if any, £ 7 13 : 17 : 0
M. Jacobs 2-2-0
Committee's Minute 21st June, 1878.

Thos Ashton
Surveyor to Lloyd's Register of British and Foreign Shipping.
Charles H Jacobs
Classing Committee
Lloyd's Register of Shipping

Character assigned A1
Do. act. Missing 21/6/78
S.S. Nos 3-74

Cause of Repairs to be clearly stated.
1202479-0233
[The Surveyors are requested not to write on or below the space for Committee's Minute.]
[4,000-25/7/77.]

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Wide enough to take an additional row of rivets and $\frac{1}{16}$ thicker than the original, ten outside butt straps in the bilges, a large quantity of rivets renewed in all parts of the vessel, the decks caulked, cemented fore and aft, the ceiling relaid and mostly new, painted with three coats inside and outside.

In addition in consequence of defect. Starb^d side one plate in bulwark, six new plates in various parts of the side, and three plates taken down straightened and re-riveted, one frame cut off and a new part added with an angle iron fitted over the joints and well riveted, four reversed frames renewed. On the Port side, one bulwark plate, & five plates in the side renewed, four plates taken down straightened and re-riveted, two frames cut off ~~straightened~~ and new parts added and four reversed frames, the stringers on the deck beams extended under the quarter deck to the after bulkhead on each side, the engine and boiler bearers repaired and made efficient, the plate under the sheerstrake doubled extending from four feet abaft the stem to three feet abaft the after bulkhead and well secured, several angle irons on beams renewed, the ballast tanks tested with a head of water to the height of light water mark.

Thos Ashton
Charles M Jacobs