

No. 2300 Survey held at Glasgow Date 7th May 1847
on the Ship "Melbourne" Master John Kennedy Fraser
Tonnage 495⁷⁸/₁₀₀ Built at Glasgow When built Laid down 15th April 1847
By whom built William Hood Rowan & Co. Owners Lewis Patten & Co
Port belonging to Glasgow Destined Voyage Port Phillip
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 119	Inches. 5	Extreme Breadth	Feet. 28	Inches. 5 1/2	Depth of Hold	Feet. 18	Inches. 5 1/2	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	28		Outside.			Inside.		
Floors	sided	13	Moulded	13	10 1/2	Keel to Bilge	3 1/2	Foot Waling	5 1/2
1 st Foothooks	"	10 1/2	"	11	9 1/2	Bilge Planks	4 1/2	Bilge Planks	4 1/2
2 nd Ditto	"	10	"	9 1/2	8	Bilge to Wales	4	Ceiling in Flat	3
3 rd Ditto	"	9 1/2	"	8	7	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	"	9	"	7	5 1/2	Topsides	3 1/4	Hold Beam Clamps	4
Deck Beams N ^o 21	Average Space	4 ft 10 in	"	10	9 1/2	Sheer Strakes	2 Strakes 3 1/4	Deck Beam Ditto	3 1/4
Hold Beams N ^o 19	Average Space	4 ft 6 in	"	12 1/2	9 1/2	Plank Sheers	3 3/4	Ceiling 'twixt Decks	2 1/2
Keel	"	13	"	14		Water-Ways	9	Hold Beam Shelves	8
Kelsons	"	13 1/2	"	15		Upper Deck	3 1/4	Deck Beam Ditto	7
Rider				5					
Size of Bolts in Fastenings, distinguishing whether									
Copper or Iron. Y. Metal			Copper or Iron. Y. Metal			Iron.			
Heel-Knee, and Dead Wood abaft	1 5/16		Bolts thro' the Bilge and Foot Waling	1 3/16		Hold Beam		1 1/8	
Scarp of Keel	N ^o 10 1 1/2		Butt End Bolts	7/16		Deck Beam		7/8	
Floor Timber Bolts	1 3/16		Lower Pintle of the Rudder	3/2					
Kelson ditto	1 3/16								
Transoms and throats of Hooks	1 3/16								
Arms of Hooks	15/16 & 1 1/16								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close 4 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of African Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects.

The Floors and first Foothooks are composed of British Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 feet 2 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 6 inches

The Frame is Well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared & free from Sap

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all 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 Kelson is composed of African Teak and the False Kelson of Quebec White Oak

The Scarphs of the Kelsons are not less than 6 feet 6 inches.

The Deck and Hold Beams are composed of Mahogany. (Some of British Oak)

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American White Elm

From the first Foothook Heads to the Light Water Mark of Pitch Pine

From the Light Water Mark to the Wales of Mahogany & African Teak

The Wales and Black-strakes are of Mahogany & Teak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of Mahogany The Water-ways of Red Pine

The Decks of Yellow Pine State of Very 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 Three Strakes between

Planking Inside.—The Limber-strakes are composed of Quebec White Oak the Bilge Planks of Quebec W. Oak

The Ceiling, Lower Hold, of Quebec White Oak Between Decks of Pitch Pine

Shelf Pieces of Quebec White Oak Clamps of Quebec White Oak

Fastenings.—To Hold Beams Shelf pieces, double iron Staple Lodging knees to every Beam. 11 pair diagonal iron Hanging knees and Six pair of Standard knees.

Deck Beams Shelf pieces, thick strake, next the Waterways dovetailed and Bolted thro Waterways & Sheerstrakes every 3 feet. Staple Lodging knees to every Beam. 11 pair diagⁿ iron Hanging knees

Number of Breasthooks Six & one pair of Pointers; Two inner Transoms; Crutches One (iron)

Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Yellow Metal bolted through and clenched.

General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature _____ Surveyor's Signature Wm. Whitson

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 .	Cwt.	Cwt.
2	Fore Sails,	240	Chain	1 1/2	3	Bower, 25	24
2	Fore Top Sails,	60	Hempen Stream Cable	1 1/2	1	Stream, 7	23
2	Fore Topmast Stay Sails,	80	Hawser	7	2	Kedges 4	3
1	Main Sails,	80	Towlines	5			
2	Main Top Sails,	60	Warp	4 1/2			
and all other requisite Sails			All of <u>good</u> quality.				

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

She has One 22 1/2 feet Long Boat and One 22 feet Sloop & One 19 feet Jolly Boat

The present state of the Windlass is good Capstan good and Rudder good (all new)

General Remarks—Statement and Date of Repairs.

This is a very good vessel - well fastened throughout. Workmanship of every description well finished. The Frame, Planking &c. all of good & well seasoned Materials, the Beams are all pillar'd with Round iron bolted to keelson & Beams

She has a full poop and Figure head

The Bottom is sheathed with Yellow Metal over patent Felt to the 17 feet Waterline Aft and 15 feet do. forward

Specially Surveyed by me during the progress of Building
The 1 1/2 inch Chain Cables have been tested by a proof strain equal to 4 1/4 tons

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done April 1847

I am of opinion this Vessel should be Classed 10 A. 1.

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 24 : 16 : 0

Certificate (# required)£ 0 : 10 : 0

Committee's Minute 11th May 1847

Character assigned A 1

Please forward a certificate of Classification



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