

6359 IRON SHIPS.

Rec 20/7/68

No. 5426 Survey held at Port Glasgow Date 13th July 1868
 the Screw Steam Schooner "Meloni" Master J. Orkney
 Tonnage under tonnage deck 154.09 Built at Port Glasgow When built 1867 Launched Jan'y 1867
 of poop or spar deck 19.80 By whom built Blackwood & Gordon Owners J. Orkney & others
 of House on deck of engine room 55.57
 Register tonnage 173.6 Port belonging to Port Glasgow Destined Voyage Clyde to Melbourne
 Tonnage marked on beam 118.10
 Keel covered while Building, Afloat, or in Dry Dock Occasionally while building

PLANS CASE NO.

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse.		N ^o . of Decks	
aloft <u>139⁷/₁₀</u>		Extreme Breadth <u>19⁷/₁₀</u>		Depth from top of Upper Deck Beam to top of Floor <u>9⁷/₁₀</u>				Power of Engines <u>50</u>				N ^o . of Decks <u>one</u>			
Dimensions of Ship per Register, length <u>144</u> breadth <u>19⁷/₁₀</u> depth <u>9⁷/₁₀</u>															
Keel, <u>bar iron</u> , depth and thickness.....	<u>6¹/₂ x 1¹/₂</u>		Inches in Ship.		Inches required per Rule.		for tons Scale.		Plates in Garboard Strakes, breadth and thickness.....		<u>30</u>	<u>7⁶/₁₀</u>	<u>24</u>	<u>7⁶/₁₀</u>	
„ if plate iron, breadth and thickness....	<u>6¹/₂ x 1¹/₂</u>				<u>6 x 1¹/₂</u>				Ditto from Garboard to upper part of Bilges..		<u>4⁶/₁₀</u>			<u>6⁶/₁₀</u>	
Stem, <u>bar iron</u> , moulding and thickness....	<u>6¹/₂ x 1¹/₂</u>				<u>6 x 1¹/₂</u>				„ from upper part of Bilge to a perpendicular height from upper side of Keel of <u>3</u> / ₁₀ ths the entire depth of Hold.....		<u>5⁶/₁₀</u>			<u>5⁸/₁₀</u>	
„ if plate iron, breadth and thickness....	<u>6 x 3</u>				<u>6 x 3</u>				„ from <u>3</u> / ₁₀ ths depth of Hold to lower edge of Sheerstrake.....		<u>5⁶/₁₀</u>			<u>5⁸/₁₀</u>	
Stern-post, <u>bar iron</u> , moulding and thickness	<u>6 x 3</u>				<u>6 x 3</u>				„ Sheerstrake, breadth and thickness....		<u>26</u>	<u>4⁶/₁₀</u>	<u>24</u>	<u>4⁶/₁₀</u>	<u>5⁸/₁₀</u>
„ „ <u>bar</u> plate iron, breadth and thickness	<u>6 x 3</u>				<u>6 x 3</u>				Butt Straps to outside plating, breadth and thickness.....		<u>7⁴/₁₀</u>	<u>7⁴/₁₀</u>	<u>7⁴/₁₀</u>	<u>7⁴/₁₀</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft.....	<u>25</u>				<u>21</u>				Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		<u>34</u>	<u>5⁶/₁₀</u>	<u>19⁷/₁₀</u>	<u>7⁶/₁₀</u>	
Frames, Size of Angle Iron, single or double.....	<u>2²/₄</u>	<u>2²/₄</u>	<u>5⁶/₁₀</u>	<u>2²/₄</u>	<u>2²/₄</u>	<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		Angle Iron on ditto.....		<u>3 x 3 x</u>	<u>5⁶/₁₀</u>	<u>3 x 3 x</u>	<u>5⁶/₁₀</u>	
„ „ Reversed Iron, <u>to every frame</u> and on every alternate frame.....	<u>2⁴/₄</u>	<u>2⁴/₄</u>	<u>5⁶/₁₀</u>	<u>2⁴/₄</u>	<u>2⁴/₄</u>	<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways..		<u>8</u>	<u>5⁶/₁₀</u>	<u>7¹⁰/₁₀</u>	<u>5⁸/₁₀</u>	
Floors, depth and thickness of Floor Plate at mid line.....	<u>12</u>		<u>5⁶/₁₀</u>	<u>11⁴/₁₀</u>		<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		Diagonal Tie Plates on ditto.....		<u>8</u>	<u>5⁶/₁₀</u>	<u>7¹⁰/₁₀</u>	<u>5⁸/₁₀</u>	
„ Ditto ditto at Bilge Keelson	<u>8</u>		<u>5⁶/₁₀</u>			<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		Planksheer, materials and scantlings.....						
„ Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	<u>2⁴/₄</u>	<u>2⁴/₄</u>	<u>5⁶/₁₀</u>	<u>2⁴/₄</u>	<u>2⁴/₄</u>	<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		Waterway ditto ditto <u>Red Pine</u>		<u>7 x 3</u>				
Beams, Deck (N ^o . <u>double</u> Angle Iron, Plate, Tee, or Bulb Iron.....)	<u>5</u>	<u>3</u>	<u>7⁶/₁₀</u>	<u>4³/₄</u>		<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		Flat of Upper Deck, thickness and material..		<u>2¹/₂</u>		<u>2¹/₂</u>		
„ „ double or single Angle Iron, on edge....				<u>1⁷/₄</u>	<u>1⁷/₄</u>	<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		„ „ how fastened to Beams <u>by screw bolts & nuts from above</u>						
„ „ average space between.....	<u>3 feet 6 inches</u>		<u>3 feet 6 inches</u>						Ceiling betwixt Decks and in Hold, thickness and material.....		<u>6 x 2</u>				
„ Hold, or Lower Deck (N ^o . <u>double</u> Angle, Tee, Plate, or Bulb Iron)									Clamps or Spiketting ditto.....		<u>2</u>				
„ „ double or single Angle Iron on edge....									Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness						
„ „ average space between.....									Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams.....						
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron									Stringers in Hold <u>Double Angle Iron</u>		<u>3 x 3 x</u>	<u>5⁶/₁₀</u>	<u>3 x 3 x</u>	<u>5⁶/₁₀</u>	
„ Engine „ „ „ „									Flat of Lower Deck, thickness and material..		<u>12</u>		<u>7⁶/₁₀</u>	<u>about 55 just arrived ships in remarks on other side.</u>	
Keelson, <u>single or double</u> plate, box, or intercostal									Main piece of Rudder, diameter at head....		<u>3</u>		<u>3</u>		
„ Size of Plates..... <u>Side plates</u>	<u>12</u>		<u>7⁶/₁₀</u>			<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		„ „ „ at heel....		<u>2¹/₂</u>		<u>2</u>		
„ Size of Angle Irons.....	<u>3</u>	<u>3</u>	<u>5⁶/₁₀</u>	<u>3</u>	<u>3</u>	<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		(Can the Rudder be unshipped afloat <u>No</u>)						
„ Side, single or d'ble, plate, box, or intercostal									Bulkheads, N ^o <u>Four</u> Thickness of		<u>4⁶/₁₀</u>		<u>4⁶/₁₀</u>		
„ Bilge (No. <u>Two</u> <u>one</u> at each Bilge, single, or double, plate, or box <u>Angle Irons</u>)	<u>3</u>	<u>3</u>	<u>5⁶/₁₀</u>	<u>3</u>	<u>3</u>	<u>5⁶/₁₀</u>	<u>5⁶/₁₀</u>		„ Height up <u>to upper deck</u>						

Transoms, material Iron or, if none, in what manner compensated for.
 Knight-heads, and Hawse Timbers Iron
 The Frames extend in one length from Keel to Gunnwale rivetted through plates with (5/₈ in.) rivets, about (5 inches) apart.
 The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to Gunnwale alternately
 „ „ and on the frames „ „ „ from _____ to _____
 Keelson, how are the various lengths of plates or angle irons connected? By Angle Iron butt straps
 Plates, Garboard, double or _____ rivetted to keel, double or _____ at upper edge, with rivets (7/₈ & 5/₈ ins.) diameter, averaging (3 1/2 in.) apart.
 „ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (5/₈ in.) diameter, averaging (2 1/2 ins.) apart.
 „ Butts from Keel to turn of bilge, worked carvel with butt straps (7/₈ & 5/₈) thick, double or single rivetted; with rivets (5/₈ in.) diameter, averaging (2 1/2 ins.) apart. Do the butt straps 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; with rivets (5/₈ in.) diameter, averaging (2 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No
 „ Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double
 „ Butts from bilge to planksheers, worked carvel with butt straps (5/₈ & 5/₈) thick, double or single rivetted; with rivets (5/₈ in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (4 inches) Breadth of laps in single rivetting (3 inches)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?
 Planksheer, how secured to the plating of the sides { Explain by sketch }
 Waterway „ „ planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? By plate knees 12 1/2 x 7 1/2 inch
 Hold or Lower Deck ditto _____
 Paddle „ „ _____ No. of breasthooks three crutches three
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Messend Iron
 Manufacturer's name or trade mark Messend Iron Co

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature pro Blackwood & Gordon Surveyor's Signature A W Gordon
 Lloyd's Register Foundation
 IRON 442-0325

6359 Lm

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid lengths
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes 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, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.)

N ^o .	She has SAILS.	tested at "Lloyd's" Northton Proving House, M. K. Roade				tested at Glasgow Public Proving House, Wm Taylor							
		CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	ANCHORS, &c.	N ^o .	Weight Ex. Stock.	Test as per Certificate.	Wt req'd per Rule.	Test req'd per Rule.	
	Fore Sails,	2815. S.P.S.B. N. 23/3/1887	90	7	12.15.0.0	13	11.18.0.0	34.66.28.70.5/3/1887	1	5.0.25	7.11.3.14	4.0.0.0	6.8.0.0
	Fore Top Sails,	2829. S.P.S.B. N. 26/3/1887	90	7	13.15.0.0	13	11.18.0.0	Bowers	1	5.1.14	7.14.0.7	4.0.0.0	6.8.0.0
	Fore Topmast Stay Sails	Hempen Stream Cable	90	7		5 1/2		Stream	1	2.0.14		1.3.0	
	Main Sails,	Hawser	90	5		3							
	Main Top Sails,	Towlines	90	3									
		Warp											
		All of <u>Good</u> quality.						Kedges	1	1.0.7		1.0.0	

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Life Long Boat and One other

The present state of the Windlass is Brown & Hafield Capstan patent Good and Rudder Good with patent Steering gear Pumps Good had Good

Order for Special Survey	DATES of	1st.	2nd.	3rd.	4th.	5th.
No. _____	Surveys hold	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of rivetting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated	After the ship was launched
Date _____	while building					
Order for Ordinary Survey	as per					
No. _____	Section 18.					
Date _____						

State if she has a Spar Deck _____ Poop _____ or Forecastle _____

General Remarks, This vessel was built not in strict conformity with the Rules, or for classification; but was seen by me at various times while building. And on comparing her with the Rules, Table B, I find as to scantlings she is very nearly equal to the A grade. She is 14.85 depths in length. Her sheer strakes, and deck stringer plates are not of the thickness required for vessels of such dimensions, but they are broader than required by Rules: Please see sketch herewith appended. The hold stringer extends from within 8 feet of the break of raised quarter deck forward to the fore bulkhead.

I beg to submit her to the consideration of the Committee for the A grade

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between the floors & upper part of belges. Above keel lead
 Ditto ditto Outside Three coats of Red lead. Black paint on top plates

I am of opinion this Vessel should be Classed _____
 The amount of the Fee£ 2 : " : " is received by me,
 Special£ 7 : 17 : 6
 X Certificate (if required)£ " : 2 : 6

Committee's Minute 1st July 18 88

Character assigned A 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

[Handwritten signatures and stamps]
 This vessel appears eligible for the Class A
 Lloyd's Register
 20 July 1888