

# IRON SHIP.

No. 139. Survey held at Hamburg Date, First Survey December 1875 Last Survey 8<sup>th</sup> July 1876

On the Iron Sailing Vessel "Melpomene" (Ship) Master R. Molken

TONNAGE under } 959.0  
Tonnage Deck }  
Ditto of Third Spar, }  
or Awning Deck. }  
Ditto of Poop, or } 42.4  
Raised Qr. Dk. }  
Ditto of Houses } 24.5  
on Deck }  
Ditto of Forecastle } 4.16  
Gross Tonnage } 1060  
Less Crew Space } 28.6  
Less Engine Room }  
Register Tonnage } 1031.4  
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.  
Feet.  
HALF BREADTH (moulded) ... 16.5  
DEPTH from upper part of Keel to top of Upper Deck Beams ... 22.8  
GIRTH of Half Midship Frame (as per Rule) ... 33.6  
1st NUMBER ... 72.9  
1st NUMBER, if a THREE-DECKED VESSEL  
[deduct 7 feet]  
LENGTH ... 195.0  
2nd NUMBER ... 14216  
PROPORTIONS—Breadths to Length under 6 breadth  
Depths to Length—Upper Deck to Keel 195. = 8 1/2  
Main Deck ditto 22.8

Built at Hamburg  
When built 1876 Launched 22<sup>d</sup> June 1876  
By whom built Reiherstieg Schiffwerft und Maschinenfabrik  
Owners B. Wencke, Senr.  
Port belonging to Hamburg  
Destined Voyage Rangoon (via England)  
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 195 0  
BREADTH—Moulded ... 33 0  
DEPTH top of Floors to Upper Deck Beams ... 20 11 1/2  
Do. do. Main Deck Beams ...  
Power of Engines ...  
N<sup>o</sup>. of Decks with flat laid one  
N<sup>o</sup>. of Tiers of Beams two

Dimensions of Ship per Register, length, 195 breadth, 33 depth, 22' 10"

KEEL, depth and thickness ... 8 - 2 3/8  
STEM, moulding and thickness ... 7 1/4 - 2 3/8  
STERN-POST for Rudder do. do. ... 7 1/4 - 2 3/8  
for Propeller  
Distance of Frames from moulding edge to } 23"  
moulding edge, all fore and aft }  
FRAMES, Angle Iron, for 2/3 length amidships ... 4 1/2 3 7  
Do. for 1/3 at each end ... 4 1/2 3 7  
REVERSED FRAMES, Angle Iron ... 3 3 7  
FLOORS, depth and thickness of Floor Plate } 22 1/2 - 9  
at mid line for half length amidships }  
thickness at the ends of vessel ... 8 3/4  
depth at 3/4 the half-bdth. as per Rule ...  
height extended at the Bilges ... 45  
BEAMS, Upper, Spar, or Awning Deck } 8 8 8  
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Single or double Angle Iron on Upper edge ... 3 3 6  
Average space ... 46  
BEAMS, Main, or Middle Deck ... }  
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Single, or double Angle Iron, on Upper Edge ...  
Average space ...  
BEAMS, Lower Deck, Hold, or Orlop } 8 8 8  
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Single or double Angle Iron on Upper Edge ... 3 3 6  
Average space ... 46  
KEELSONS Centre line, single or double plate, } 14 11 14  
box, or Intercoastal, Plates }  
" Rider Plate ... 11 11 11  
" Bulb Plate to Intercoastal Keelson ...  
" Angle Irons ... 5 3 1/2 7  
Double Angle Iron Side Keelson ...  
Wash Side Intercoastal Plates for half length ...  
" do Angle Irons ...  
" Attached to outside plating with angle iron ...  
BILGE Angle Irons ... 5 3 1/2 7  
" do Bulb Iron ...  
" do Intercoastal plates riveted to plating for length ...  
BILGE STRINGER Angle Irons ... 5 3 1/2 7  
Intercoastal plates riveted to plating for length ...  
SIDE STRINGER Angle Irons ...

Flat Keel Plates, breadth and thickness ... 34 10 3 10  
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied ... 48 9 9  
fm up. part of Bilge to lr. edge of Sh'rstrake 44 9 9  
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Min. to Up. or Spar Dk. Sh'rstrake. 36 11 36 11  
Up or Spar Dk Sh'rstrake, breadth & thickness 9 3/4 9 9 3/4  
Butt Straps to outside plating, breadth & thickness 115  
Lengths of Plating ... 46  
Shifts of Plating, and Stringers ... 40 9 40 9  
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... 5 x 3 1/2 x 7 5 x 3 1/2 x 2  
Angle Iron on ditto ... 11 9 11 9  
Tie Plates fore and aft, outside Hatchways  
Diagonal Tie Plates on Beams No. of Pairs,  
Planksheer material and scantling 3 of Pine  
Waterways do. do. 6 x 3 1/2  
Flat of Upper Deck do. do. 6 x 3 1/2  
How fastened to Beams by bolts & nuts  
Stringer Plate on ends of Main or Middle Deck }  
Beams, breadth and thickness }  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No. ...  
Tie Plates, outside Hatchways ...  
Diagonal Tie Plates on Beams, No. of pairs ...  
Waterways materials and scantlings ...  
Flat of Middle Deck do. do. ...  
How fastened to Beams ...  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... 29 8 29 8  
Is the Stringer Plate attached to the outside plating? Yes.  
Angle Irons on ditto, No. 3 1/2 x 3 1/2 x 1/2 3 1/2 x 3 1/2 x 1/2  
Stringer or Tie Plates, outside Hatchways double angle iron 3 1/2 x 3 1/2 x 1/2  
Flat of Lower Deck ...  
Ceiling betwixt Decks, thickness and material 6 x 2 1/4 of Pine.  
in hold do. do. ...  
Main piece of Rudder, diameter at head 5 3  
do. at heel 3 3  
Can the Rudder be unshipped afloat? Yes.  
Bulkheads No. one Thickness of 3/8 and 5/16  
Height up to upper deck  
How secured to sides of ship between two angle iron frames.  
Size of Vertical Angle Irons 3 x 3 x 7/16 and distance apart 30 ins.  
Are the outside Plates doubled two spaces of Frames in length? Yes.

Transoms, material. Knight-heads. Hawse Timbers.

Windlass Emerson & Paillett Walker's Patent.

The FRAMES extend in one length from centre of keel to upper stringer plate Riveted through plates with 3/4 in. Rivets, about 6" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to 6" above lower stringer plate and to upper stringer plate alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes. And butts properly shifted? Yes.

PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 9 3/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Waterway, how secured to Beams of Iron. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? By kneeplates No. of Breasthooks, Crutches,

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Of best English & Scotch Firms

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature, Reiherstieg Schiffwerft und Maschinenfabrik

Surveyor's Signature, Emil Paddisat

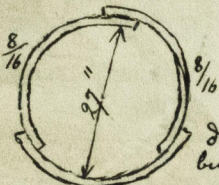
Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? Planed.  
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.  
Are the fillings between the ribs and plates solid single pieces? Yes.  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes.  
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes.  
Do any rivets break into or through the seams or butts of the plating? No.

Masts, Bowsprit, Yards, &c., are of Iron in good condition, and sufficient in size and length. If of Iron or Steel give 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Main mast 77' x 27". Fore mast 75' x 27". Mizzen mast 70' x 23 1/2"  
Bowsprit 31' x 26 1/2"



NUMBER for EQUIPMENT 15164.

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	270	1 1/16	January 19, 76			Bowers	1	28. 1. 0	27. 6. 3. 0	27. 3. 0	January 3'
	Fore Sails,	River Wear Commission A. Hardest	90	15/16	March 29, 76.				1	27. 3. 0	26. 18. 3. 0	27. 3. 0	April 8'
	Fore Top Sails,								1	23. 3. 21	23. 16. 2. 7	23 5/10	February 29'
	Fore Topmast Stay Sails	Hmpn Strm Cbl											
	Main Sails,	Hawser ...	90	9				Stream	...	10. 1. 14.	10. 10. 0. 0	11. 0. 0.	March 29'
	Main Top Sails,	Towlines ...							1	5. 1. 21.	6. 17. 0. 0.	5. 2. 0.	" "
		Warp ...	90	5 1/2				Kedges	...	2 3/4			" "
		quality											" "

Standing and Running Rigging is sufficient in size and good in quality. She has one (25') Long Boat and two other ones 24 ft Long

The Windlass is Emerson & Walker's Patent. Capstan and Rudder and Pumps in good condition

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? No dead lights.

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Two ports 24 x 16 and three ports 24 x 24 on each side.

Cargo Hatchways.—How formed? Of plates 7/16 ins. thick. 16 ins. above deck

State size Main Hatch 10 ft x 7 ft. Forehatch 6 ft x 5 ft. Quarterhatch 7 ft 8 ins. x 7 ft.

If of extraordinary size, state how framed and secured?

Arrangement for shifting beams?

strong and efficient? Yes.

No.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought
		2nd. On the plating during the process of riveting
		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 or cemented...
		5th. After the ship was launched and equipped

Built under Special Survey.

General Remarks (State quality of workmanship, &c.)

All the materials are of best English and Scotch Iron and the workmanship is exceedingly good.

Length of Poop 45 ft x 6 ft 9 ins. height.

Forecastle 22 ft x 4 ft 6 ins. "

House on deck 30' x 14' 6" x 6' 6".

State if one, two, or three, decked vessel, or if open, or running decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside cemented and painted Outside Bottom: Patent Paint. above three Paint-coats.

I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee ... £ 5. : 0. : 0. is received by me, }  
Special ... £ 53. : 0. : 0. 187 }  
Certificate ... 0. : 5 : 0.

(Travelling Expenses, if any, £ )

Committee's Minute 11 July 1876

Character assigned 100 A 1

C.P.

J.D.W.

It is submitted that Vessel has been built according with the Rules, and appears to be classed 100 as recommended.



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