

No. 11920 Survey held at Liverpool Date Feb 23 to March 30 1855
on the Barque Melbourne Master Patrick Caroline
Tonnage Old 588 Built at Nova Scotia When built 1852 Launched
By whom built New 594 1877 1880 Owners Hyde Hodge & Co
Port belonging to London Destined Voyage Jamaica
If Surveyed while Building, Afloat, or in Dry Dock Dry Dock

Length aloft	Feet. <u>141</u> Inches. <u>2</u> / <u>10</u>	Extreme Breadth	Feet. <u>26</u> Inches. <u>3</u> / <u>10</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>7</u> / <u>10</u>
Scantlings of Timber.					
Room and Space	<u>23 1/2</u> <u>24</u>	Inches. <u>15 1/2</u>	Inches. <u>15 1/2</u>	Thickness of Plank.	
Floors	sided <u>10 1/2</u> <u>11</u>	Moulded <u>15 1/2</u>		Outside.	Inside.
1 st Foothooks	<u>10 1/2</u> <u>11</u>	" <u>11</u>		Keel to Bilge	Limber Strakes
2 nd Ditto	<u>10 1/2</u> <u>11</u>	" <u>9 1/2</u>		Bilge Planks	Bilge Planks
3 rd Ditto	<u>9 1/2</u> <u>11</u>	" <u>9</u>		Bilge to Wales	Ceiling in Flat
Top Timbers	<u>8 1/2</u> <u>11</u>	" <u>9</u>		Wales	Ditto Bilge to Clamp
Deck Beams N ^o <u>29</u>	Average Space <u>4-1</u>	" <u>12</u>	" <u>12</u>	Short Hoods	Hold Beam Clamps
Hold Beams N ^o <u>27</u>	Average Space <u>4-6</u>	" <u>12 1/4</u>	" <u>14</u>	Topsides	Deck Beam Ditto
Keel	" <u>13</u>	" <u>14</u>	" <u>14</u>	Sheer Strakes	Ceiling 'twixt Decks
Keelsons	" <u>14 1/4</u>	" <u>24-2</u>	" <u>24-2</u>	Plank Sheers	Hold Beam Shelves
Scarphs of Ditto	" <u>4-6</u>	" <u>in both keelsons</u>		Water-Ways	Deck Beam Ditto
				Upper Deck	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	Copper <u>Iron</u> Inches. <u>Iron</u>	Transoms and throats of Hooks	Copper <u>Iron</u> Inches. <u>Iron</u>	Lower Pintle of the Rudder	Copper <u>Iron</u> Inches. <u>3 1/2</u>
Scarphs of Keel.....N ^o <u>Flat</u>	<u>Iron</u>	Arms of Hooks	<u>Copper & Iron</u>	Hold Beam	<u>Iron</u>
Floor Timber Bolts	<u>Iron</u>	Bolts thro' Bilge & Limber Strakes	<u>with</u>	Deck Beam	<u>Iron</u>
Kelson ditto	<u>Iron</u>	Butt End Bolts	<u>with</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close to 4 Inches. The Space between the Top-timbers is 1 1/4 3 1/4 Inches. The Stem, Stern Post, consist of Spruce & Bolt Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Spruce and are quite free from all defects when run. The Floors consist of Birch & Spruce The First Foothooks of Spruce Timber. The Second Foothooks of Spruce The Third Foothooks of Spruce The Top Timbers of Spruce. The Shifts of the first and second Foothooks are not less than Not over N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Not over. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is free. The alternate Frames are not bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are not close together; their thickness not less than not of the entire moulding at that place. The Frame is not chocked with not Butt at each end of the chock. The Main Keelson is Spruce and free from all defects. The False Keelson is Spruce & Ash. The Deck Beams consist of Red Pine & Spruce The Hold Beams of Spruce The Knees of Hackmatack & Oak.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Birch & Spruce. From the above named Height to the Light Water Mark Spruce. From the Light Water Mark to the Wales Spruce. The Wales and Black-strakes are Spruce The Topsides Spruce. The Sheer-strakes Spruce and Plank-sheers Spruce & Hackmatack The Water-ways Spruce. The Decks Spruce State of New. The Shifts of the Planking are not less than 5 Feet not 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 between

Planking Inside.—The Limber-strakes are Spruce the Bilge Planks Spruce. The Ceiling, Lower Hold, Spruce Between Decks Spruce. Shelf Pieces not Clamps Spruce.

Fastenings.—To Hold Beams Double Wood Knives 24 Pairs of hanging Knives 13 Pairs of them Rider Knives extending to corners of Bilges & 2 bolts through a substantial part of the floor. Deck Beams Double Wood Knives & 14 Pairs of hanging Knives. Number of Breasthooks 2 of Iron, 5 of Wood & 1 Pair of Iron (Pointers 1 of Iron & 3 Pairs of Wood Crutches 1 of Iron & 2 of Wood). Butts End Bolts are of Yellow Metal & Iron in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron driven from the inside & clenched outside Treenails of Red Pine How Made Planed. General Quality of Workmanship Fair.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature W. H. Martindale

Her Masts, Yards, &c. are in new condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
2	Fore Sails,	Chain <u>Tested</u>	270	1 1/2	Bower,	3	24.3.0
3	Fore Top Sails,	Hempen Stream Cable	80	7 1/2			26.2.14
3	Fore Topmast Stay Sails,	Hawser	80	7	Stream,	1	9.2.20
1	Main Sails,	Towlines					
2	Main Top Sails,	Warp	50	5	Kedge,	1	3.6.21
and <u>others well found</u>		All of <u>new</u> quality.					

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

She has one Long Boat and three Mers

The present state of the Windlass is new Capstan new Rudder new Pumps 2 of Melot new

General Remarks—Statement and Date of Repairs.

At this time. A new Keel (Main) fore & aft. The original ^{Keel} being very defective. Two defective Planks shifted on the Port Quarter outside. 24 Pairs of Hanging Knees & Riders to Hold Beams. 14 Pairs of Hanging Knees to Deck Beams. 12 Iron Breast Hooks. 1 Iron wrench. Through timber Shake Bolts (Iron). All the Bolts through the Riders & Hanging Knees to Hold Beams are Iron. and there are a very great number of through deck 3/4 Iron Bolts on both sides from the timber Shakes to the Walls—

Caulked from Keel to Plank sheers.

To three of the Hold Beams Hanging Knees could not be properly applied.

A few of the Hold Beams are a little smaller than the altered Rules allow. but the Spaces are much less than the rules require. They are also well secured with fixed Stanchions. & the Deck Beams are very large and which in our opinion is a full compensation.

Finished over
If Sheathed, Doubled, Felted, or Coppered to Walls When last done present

I am of opinion this Vessel should be Classed 4th

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

Special£ 4 : 4 : —

Certificate (if required)£ : 10 : —

Committee's Minute 5th April 1853

Character assigned 4th

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