

## IRON SHIP.

(Received at London Office) FRIDAY 12 DEC 1884

No. 18054 Survey held at

Newcastle

Date, First Survey 4<sup>th</sup> SeptLast Survey 2<sup>nd</sup> Dec

1884

S.S. "Melissa" (Sch. Regd.)

Master

Patterson

TONNAGE under  
Deck 893.09  
Ditto of Third, Spar,  
or Awning Deck 52.45  
Ditto of Poop, or  
Raised Or. Dk. 60.69  
Ditto of Houses  
on Deck 48.34  
Ditto of Forecastle 87.08  
Gross Tonnage 29.16  
Less Crew Space 1170.81  
Less Engine Room 41.90  
Less Engine Room 1128.91  
Register Tonnage 374.66  
as cut on Beam 754.25

ONE OR TWO DECKED, ~~THREE~~ DECKED VESSEL,  
SPAR, OR AWNING DECKED VESSEL.  
Half Breadth (moulded) 16.50  
Depth from upper part of Keel to top of Upper Deck Beams 17.80  
Girth of Half Midship Frame (as per Rule) 31.25  
1st Number 65.55  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 228.75  
2nd Number 14994  
Proportions— Breadths to Length 6.93  
Depths to Length— Upper Deck to Keel 12.85  
Main Deck ditto 5

Built at Newcastle  
When built 1884 Launched 4<sup>th</sup> Nov  
By whom built Palmers & Co  
Owners River Steam Navigation Co  
Residence 17 Philip Lane, London  
Port belonging to London  
Destined Voyage Coastwise  
If Surveyed while Building, Afloat, or in Dry Dock.  
While Building & Afloat

LENGTH on deck as per Rule 228.75 BREADTH Moulded 33.0 DEPTH top of Floors to Upper Deck Beams 14.9 Do. do. Main Deck Beams 10.9  
Power of Engines 120 Horse. N° of Decks with flat laid 1 N° of Tiers of Beams 1

Dimensions of Ship per Register, length 228 breadth 33.25 depth 14.9 Moulded depth at side 17.2

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
STEM, moulding and thickness	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
STERN-POST for Rudder do. do.	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
" for Propeller	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23	23	23	23	23
FRAMES, Angle Iron, for 1/2 length amidships	4 3 7	4 3 7	4 3 7	4 3 7	4 3 7	4 3 7	4 3 7	4 3 7
Do. for 1/2 at each end	4 3 6	4 3 6	4 3 6	4 3 6	4 3 6	4 3 6	4 3 6	4 3 6
REVERSED FRAMES, Angle Iron	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	36 x 6	36 x 6	36 x 6	36 x 6	36 x 6	36 x 6	36 x 6	36 x 6
" thickness at the ends of vessel	6	6	6	6	6	6	6	6
" depth at 1/2 the half-bdth. as per Rule	5	5	5	5	5	5	5	5
" height extended at the Bilges	5	5	5	5	5	5	5	5
BEAMS, Upper, Spar, or Awning Deck	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8
Single or double Ang. Iron, Plate or Tee Bulb Iron	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8
Single or double Angle Iron on Upper edge	23	23	23	23	23	23	23	23
Average space	23	23	23	23	23	23	23	23
BEAMS, Main, or Middle Deck	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8
Single or double Ang. Iron, Plate or Tee Bulb Iron	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8
Single or double Angle Iron on Upper Edge	23	23	23	23	23	23	23	23
Average space	23	23	23	23	23	23	23	23
BEAMS, Lower Deck	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8
Single or double Ang. Iron, Plate or Tee Bulb Iron	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8
Single or double Angle Iron on Upper Edge	23	23	23	23	23	23	23	23
Average space	23	23	23	23	23	23	23	23
BEAMS, Hold, or Orlop	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8
Single or double Ang. Iron, Plate or Tee Bulb Iron	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8	7 3 8
Single or double Angle Iron on Upper Edge	23	23	23	23	23	23	23	23
Average space	23	23	23	23	23	23	23	23
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	36 x 8	36 x 8	36 x 8	36 x 8	36 x 8	36 x 8	36 x 8	36 x 8
" Rider Plate (Centre)	7	7	7	7	7	7	7	7
" Bulb Plate to Intercostal Keelson	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8
" Angle Irons	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8
" Double Angle Iron Side Keelson	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8
" Side Intercostal Plate	36 x 6	36 x 6	36 x 6	36 x 6	36 x 6	36 x 6	36 x 6	36 x 6
" do. Angle Irons	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8	5 3 1/2 8
" Attached to outside plating with angle iron	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
BILGE Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
" do. Bulb Iron	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
" do. Intercostal plates riveted to plating for length	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7
BILGE STRINGER Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
" do. Intercostal plates riveted to plating for whole length	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7
SIDE STRINGER Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
" do. Intercostal plates riveted to plating for whole length	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7
The FRAMES extend in one length from	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7	15 x 7

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper side stringer and to Gunwale 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 1/2 in. diameter, averaging 4 in. 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 1/2 in. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 in. from centre to centre.

" Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/4 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 1/2 in. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 in. 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? As per rule No. of Breasthooks, 6 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark, Palmers & Co. Ltd.

The above is a correct description.

Builder's Signature, Surveyor's Signature, R. Williams

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

ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

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? *A few*

Masts, Bowsprit, Yards, &c., are *✓* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scanlings 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 *Wood Masts.*

NUMBER for EQUIPMENT *16494-70*

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.
Fore Sails,	Chain	<i>240</i>	<i>1 7/8</i>	<i>40 1/2</i>	<i>58 7/8</i>	<i>240 x 1 7/8</i>	Bower Anchors				
Fore Top Sails,	Iron Stream Chain	<i>75</i>	<i>1 5/16</i>	<i>15 5/8</i>	<i>23 7/8</i>	<i>75 x 1 5/16</i>	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>1</i>	<i>22.0.0</i>	<i>22.7.0.0</i>	<i>21.0.0</i>
Fore Topmast Stay Sails,	or Steel Wire										
Main Sails,	or Hempen Strm Cable										
Main Top Sails,	Towline, Hemp.	<i>90</i>	<i>3 1/2</i>	<i>Stat</i>	<i>90.10</i>			<i>1</i>	<i>21.3.23</i>	<i>22.7.2.0</i>	<i>21.0.0</i>
and	or Steel Wire	<i>75</i>	<i>2 1/2</i>	<i>"</i>	<i>90.8</i>				<i>19.0.0</i>	<i>19.17.2.0</i>	<i>18.0.0</i>
	Hawser	<i>75</i>	<i>2 1/4</i>	<i>"</i>	<i>90.5 1/2</i>						
	Warp	<i>75</i>	<i>2 1/4</i>	<i>"</i>							
	quality	<i>good</i>	<i>5 1/2</i>	<i>Manilla</i>							
Standing and Running Rigging		<i>Wire 2 1/2</i>		<i>sufficient in size and</i>	<i>good</i>	<i>in quality.</i>	She has	<i>1</i>	<i>Life</i>	<i>Long Boat and</i>	<i>2 others</i>
The Windlass is	<i>Compass Balker</i>			<i>Capstan</i>	<i>one</i>	<i>and Rudder</i>	<i>good</i>				
Engine Room Skylights.	How constructed?	<i>Peak framing</i>					How secured in ordinary weather?	<i>Bolted to iron cappings</i>			
What arrangements for deadlights in bad weather?		<i>Solid teak sashes with bullseyes fitted in the same</i>									
Coal Bunker Openings.	How constructed?	<i>Plates &amp; angles</i>					How are lids secured?	<i>Iron straps</i>			
Scuppers, &c.	What arrangements for clearing upper deck of water, in case of shipping a sea?	<i>Tight ports and air scuppers</i>									
Cargo Hatchways.	How formed?	<i>Iron cappings</i>									
State size Main Hatch	<i>27'6" x 13'0"</i>						Fore hatch	<i>21'6" x 11'0"</i>			
							Quater hatch	<i>19'0" x 13'0" - 21'0" x 13'0"</i>			
If of extraordinary size, state how framed and secured?	<i>Pica's Patent self draining hatches</i>										
What arrangement for shifting beams?	<i>Depowch plates</i>										
Hatches, If strong and efficient?	<i>Solid 2 1/2</i>										

Order for Special Survey No. *1863*  
Date *4th August 1884*  
Order for Ordinary Survey No. *1863*  
Date *✓*  
No. *546* in builder's yard.  
State dates of letters respecting this case

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
	<i>1884 Sept. 4. 10. 11. 15. 17. 22. 25. 29</i>	<i>Oct. 1. 3. 13. 16. 20. 23. 27. 29.</i>	<i>Nov. 3. 4. 10. 11. 18. 21. 24. 25. 27. 28. 29</i>	<i>Dec. 2</i>	

General Remarks (State quality of workmanship, &c.) *This is a raised quarter decked vessel built in accordance with the accompanying approved tracing (3 with 2) and in other respects in conformity with the Rules and the Secretary's letters dated 3rd July, 14th August, & 7th October 1884.*  
*She has a raised quarter deck 80 feet long, an enclosed Bridge house 44 feet long and a V-shaped fore-castle 24 feet long. The Ballast tanks extend all fore and aft the same having been duly tested as required by the Rules and found satisfactory.*  
*The workmanship throughout is good.*  
*Stores & Rudder frame & Stem frame Report now forwarded.*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)  
How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *Paint*  
I am of opinion this Vessel should be Classed *100 A1*  
The amount of the Entry Fee .....£ *4* : - : - is received by me, *W. L. S.*  
Special .....£ *53* : *4* : *6* 11th Decr 1884  
(to be sent as per margin). Certificate *gratis* : - : -  
(Travelling Expenses, if any, £ - - -).  
Committee's Minute  
Character assigned  
*✓* *DMC* *TBW* *Loco*  
TUESDAY 16 DEC 1884 18  
Surveyor to Lloyd's Register of British and Foreign Shipping  
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Lloyd's Register  
Foundation