

# IRON SHIPS.

Rev 21/11/79

10/18/79

Survey held at Newcastle Date, First Survey 23 January 79 Last Survey 15 November 1878

the S.S. TIMOR Master Joseph Brown

Age under { 2075.78 } ONE, OR TWO DECKED, THREE DECKED VESSELS.  
 { 2075.78 } SPAR, OR AWNING-DECKED VESSELS.  
 Built at Newcastle  
 When built 1872 Launched 21 August  
 By whom built C. Mitchell & Co  
 Owners Nelson Donkin & Co  
 Port belonging to London  
 Destined Voyage India  
 If Surveyed while Building, Afloat, or in Dry Dock. Whilst building

Half moulded breadth... 17.6  
 Total Depth of three or more Decks... 27.7  
 Total Girth of Half Mid-ship Frame... 39.0  
 3rd Number... 7.84.11  
 Length... 316  
 4th Number... 24146  
 Breadths to Length... 8.9

1st Number...  
 Length...  
 2nd Number...  
 Length...  
 Depths to Length. 15 under 16  
11 - 12

Register Tonnage, as a Steamer, cut on Beam 1440.05

Length on deck as per Rule, <u>314</u>	Feet. <u>31</u> Inches. <u>4</u>	Moulded Breadth, <u>35</u>	Feet. <u>35</u> Inches. <u>0</u>	Depths from top of Floors to Upper and Main Deck Beams, as per Rule, <u>25</u>	Feet. <u>25</u> Inches. <u>9</u>	Power of Engines, <u>200</u>	Horse. <u>200</u>	Nº. of Decks with flat laid <u>TWO</u>	Nº. of Tiers of Beams <u>THREE</u>
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Dimensions of Ship per Register, length, 316 breadth, 35.2 depth, 25.7

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	9 x 3	10 x 2 3/4	9 x 3	10 x 2 3/4	10 x 5	10 x 5 1/2	10 x 5 1/2	24 in
Do. if centre through plate, depth and thickness	9 x 3	10 x 2 3/4	9 x 3	10 x 2 3/4	10 x 5	10 x 5 1/2	10 x 5 1/2	24 in
Stem, if bar iron, moulding and thickness	9 x 3	10 x 2 3/4	9 x 3	10 x 2 3/4	10 x 5	10 x 5 1/2	10 x 5 1/2	24 in
Stem-post for Rudder do. do.	10 x 5	10 x 5 1/2	10 x 5	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	24 in
Stem-post for Propeller do. do.	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2	24 in
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100)						
Frames, size of Angle Iron, for 2/3 length amidships	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Do. for 1/3 at each end	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Reversed Frames, size of Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	22	22	22	22	22	22	22	22
Do. at the ends	22	22	22	22	22	22	22	22
Do. do. do. at Bilge Keelson	9/16	9/16	9/16	9/16	9/16	9/16	9/16	9/16
Do. height extended at the Bilges	Twice Depth	Twice Depth						
Beams, Upper, Spar, or Awning Deck (No. 6)	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
Single or double Angle Iron on Upper edge	4 x 0	4 feet						
Average space	4 x 0	4 feet						
Beams, Main or Middle Deck (No. 5)	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single or double Angle Iron, on Upper Edge	4 x 0	4 feet						
Average space	4 x 0	4 feet						
Beams, Lower Deck, Hold or Orlop (No. 4)	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single or double Angle Iron on Upper Edge	4 x 0	4 feet						
Average space	4 x 0	4 feet						
Keelson Centre line, single or double plate, box, or Intercostal, size of Plates	19 x 13/16	19 x 13/16						
Do. Bulb Plate to Intercostal Keelson	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4
Do. Size of Angle Irons	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4
Do. Side Intercostal Keelson, size of Plates	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4
Do. Angle Irons on tops of Floors	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4
Do. Bilge Keelson, Bulb Iron	8 1/2 x 8 1/2	8 1/2 x 8 1/2	8 1/2 x 8 1/2	8 1/2 x 8 1/2	8 1/2 x 8 1/2	8 1/2 x 8 1/2	8 1/2 x 8 1/2	8 1/2 x 8 1/2
Do. do. Intercostal plates riveted to plating for 1/2 length	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4
Do. do. Angle Irons	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4
Side Stringers (No. ONE) size of Angle Irons	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4	6 x 4
Do. Intercostal plates riveted to plating for 3/5 length.	9/16	9/16	9/16	9/16	9/16	9/16	9/16	9/16

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron plates Hawse Timbers and angled

Windlass Harfield's Pall Bitt

The Frames extend in one length from Keel to gunwale Riveted through plates with (7/8 in.) Rivets, about 8" apart.

The Reverse Angle Irons on the floors and frames extend across the middle line to main deck stringer and spar and to gunwale alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? yes And are their butts properly shifted? yes

Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (1/8-7/8 in.) diameter, averaging (5-3/4 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (7/8 in.) diameter, averaging (3 1/4 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1/2) thick, double or single Riveted; with Rivets (7/8 in.) diameter averaging (3 1/4 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No

Do. of Two Strakes at Bilge for 4 feet length, treble riveted with Butt Straps 1/16 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3 1/4 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Single At lower edge Double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (10/16) thick, double or single Riveted; with Rivets (3/4 in) diameter, averaging ( 3 1/4 ins) from centre to centre.

Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for 4 feet length amidships. Breadth of laps of plating in double Riveting (1 1/4") Breadth of laps of plating in single Riveting ( 2 5/8 )

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Treble as per rule

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Beams were welded Riv to beams No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? angles & both William Bell

Manufacturer's name or trade mark, Wm. Bell's "Horsefoot" "Stockton" and "Cassell"

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, J. C. Mitchell & Co Surveyor's Signature, James Jones

Lloyd's Register Foundation

IRON 452-0426

**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed where possible  
 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 single pieces  
 Do the holes for riveting 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 plate and punched from the faying surfaces? yes  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? very few in Butts only

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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Fore Mast 82 x 25 Iron plates in the round 7/16 tapering to 4/16 - Double Riveted edges. Butts Double and Settle no angles - Main Mast 76 x 25 Same scantlings.

10789 Iron

No.	Number for equipment	Fathoms.	Inches.	Test as per Certificate	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
	26.658												
	SAILS.												
	CABLES, &c.	150	1 7/8	63 3/4	1 3/16	59 3/4			32.3.14	30 1/2	32	30 3/4	
	Chain .....	150	1 7/8	63 3/4	1 3/16	59 3/4	Bowers ....	3	32.1.7	30 9/16	32	30 3/4	
	Fore Sails,	<u>Chain examined and compared with both at Spe J. A. R. Russell Sept 21.</u>						<u>(State Machine where Tested, and name of Superintendent.)</u>					
	Fore Top Sails,	<u>Chain examined and compared with both at Spe J. A. R. Russell Sept 21.</u>						<u>(State Machine where Tested, and name of Superintendent.)</u>					
	Fore Topmast Stay Sails	90	1 1/8				Stream ....	1	Spe J. A. R. Russell Sept 21		13.0.0		
	Main Sails,	90	10		11				6.2.7		6.2.0		
	Main Top Sails,	90	8		11				3.1.5		3.1.0		
	Warp .....	90	7		7		Kedges ....						
	All of good quality.	90	6										

Her Standing and Running Rigging Worst Kemp. sufficient in size and good in quality. She has 2 Life Long Boats and five others

The present state of the Windlass is Half fields Capstan one and Rudder good Pumps three worked by steam trinch

Engine Room Skylights.—How constructed? Iron Coaming Seat above How secured in ordinary weather? Bolted down

What arrangements are there for deadlights in such for bad weather? deadlights in each hatch

Coal Bunker Openings.—How constructed? Cast Iron frames How are lids secured? Bar across How high above deck? ninches

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? six square ports in Low Iron Bulwarks, on each side.

Cargo Hatchways.—How formed? Iron Coaming State size 24 x 12, 20 x 12 and 12 x 9

If of extraordinary size, state how framed and secured? Half Beams and deep Iron Coaming

What arrangement for shifting beams? Shifting Beams. Bolt Iron and angled.

Hatches, themselves, whether strong and efficient? yes Main Hatchways. State size see above.

Order for Special Survey No. 825 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Build  
 Date 20 June 1871 Surveys held 2nd. On the plating during the progress of riveting  
 Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid under special  
 Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented  
 No. 261 in builder's yard. Section 13. 5th. After the ship was launched and equipped Survey

General Remarks, She is fitted with Double Bottom in after Hold and under Engines and Boilers 7 1/2 and 5 1/2 feet respectively. Total Length 120 feet. Plating of Inner Bottom 5/16 Flange side plates 7/16.

The Testing certificates of chain cables are mislaid - as the Visitation Committee are aware - from a conversation they had with Mr Mitchell in August last - as well as seeing the chain cables. - I have examined the cables & numbers thereon, and find they agree with the Lye Public Testing House Books, as stated above.

James Purdie

Special Survey Fee paid on 2147 Four.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double  
 In what manner are the surfaces preserved from oxidation? Inside Bottom painted Outside Paint

I am of opinion this Vessel should be Classed 100 A.S. THREE DECKED.

The amount of the Entry Fee ..... £ 5 : : : is received by me,  
 Special ..... £ 78 : 13 : 6  
 Certificate .... : : :

Now None

James Purdie

(Travelling Expenses) (if any) £ —

Committee's Minute 12<sup>th</sup> Nov 1872

Character assigned 100 A.S.

TRW M.B. J.P.



Mr J. Mitchell 90 St. James Street, Liverpool