

# IRON SHIPS.

Rev 21/11/72

Survey held at Newcastle Date, First Survey 23 January 72 Last Survey 15 November 1872

the S.S. TIMOR Master Joseph Brown

Age under { 2075.78 } ONE, OR TWO DECKED, THREE DECKED VESSELS.  
 { 17.6 } SPAR, OR AWNING-  
 { 27.7 } DECKED VESSELS.  
 { 39.0 }  
 { 7.84 }  
 { 314 }  
 { 24146 }  
 { 8.9 }

Half moulded breadth...  
 Total Depth of three or more Decks...  
 Total Girth of Half Mid-ship Frame...  
 3rd Number...  
 Length...  
 4th Number...  
 Breadths to Length...

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

gross Tonnage 2209.23  
 net Tonnage 62.23  
 Register Tonnage, as a Steamer, cut on Beam 706.95  
 Register Tonnage, as a Steamer, cut on Beam 1440.05

length on deck as per Rule, 314 Feet. Inches. 35 0 Moulded Breadth, 35 0 Feet. Inches. 25 9 18 0 Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 25 9 18 0 Horse. 200 N° of Decks with flat laid TWO N° of Tiers of Beams THREE

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.
Keel, if bar iron, depth and thickness	9 x 3	10 x 2 3/4	Flat Keel Plates, breadth and thickness	36 x 12/16	36 x 12/16
Do. if centre through plate, depth and thickness	9 x 3	10 x 2 3/4	Plates in Garboard Strakes, breadth and thickness	11/16	11/16
Stem, if bar iron, moulding and thickness	10 x 5	10 x 5 1/2	Do. from Garboard to upper part of Bilges	10/16	10/16
Stem-post for Rudder do. do.	10 x 5 1/2	24 in	Do. of doubling at Bilge, or increased thickness, and length applied	10/16	10/16
Stem-post for Propeller	24	(Class 100)	Do. from up. part of Bilge to l. edge of Sh'rstrake	36 x 13/16	36 x 13/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		Do. Main Sheerstrake, breadth and thickness	36 x 13/16	36 x 13/16
Frames, size of Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3 7/16	Do. of doubling at Sh'rstrake, & length applied	39 x 12/16	36 x 12/16
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3 7/16	Do. from Mn. to Up. or Spar Dk. Sh'rstrake	10 x 16 3/4	9 3/4 x 16 3/4
Reversed Frames, size of Angle Iron	3 x 3	3 x 3 7/16	Do. Up. or Spar Dk Sh'rstrake, brdth & thickness	10 feet	10 feet
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	22	22 x 9/16	Butt Straps to outside plating, breadth & thickness	TWO SPACES	TWO SPACES
Do. at the ends	22 8/7	22 x 9/16	Lengths of Plating	54 x 9/16	54 x 9/16
Do. do. do. at Bilge Keelson	9/16	9/16	Shifts of Plating, and Stringers	4 x 4 x 9/16	4 x 4 x 9/16
Do. height extended at the Bilges	6 1/2	6 1/2 x 4/16	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	18 x 9/16	18 x 9/16
Beams, Upper, Spar, or Awning Deck (No. 63)	6 1/2	6 1/2 x 4/16	Angle Iron on ditto	18 x 9/16	18 x 9/16
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2 x 5	Tie Plates (fore and aft), outside Hatchways	15 x 10/16	15 x 10/16
Average space	4 x 0	4 feet	Diagonal Tie Plates on Beams (No. of Pairs)	15 x 10/16	15 x 10/16
Beams, Main or Middle Deck (No. 57)	8 1/2	8 1/2 x 8/16	Planksheer material and scantling	3/2	3/2
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3 x 3 7/16	Waterways do. do.	3 1/2	3 1/2
Average space	4 x 0	4 feet	Flat of Upper Deck do. do.	52 x 10/16	52 x 10/16
Beams, Lower Deck, Hold or Orlop (No. 1)	8 1/2	8 1/2 x 8/16	How fastened to Beams	YES	YES
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3 x 3 7/16	Stringer Plate on ends of Main or Middle Deck	4 x 4 x 9/16	4 x 4 x 9/16
Average space	8	8 feet	Beams, breadth and thickness	15 x 10/16	15 x 10/16
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	2 1/2	2 1/2 x 13/16	(Is the Stringer Plate attached to the outside plating?)	4 x 4 x 9/16	4 x 4 x 9/16
Do. Bulb Plate to Intercoastal Keelson	2 1/2	2 1/2 x 13/16	Angle Irons on ditto (No. 2)	4 x 4 x 9/16	4 x 4 x 9/16
Do. Size of Angle Irons	6	6 x 4 x 9/16	Tie Plates, outside Hatchways	34 x 9/16	34 x 9/16
Do. Side Intercoastal Keelson, size of Plates	6	6 x 4 x 9/16	Diagonal Tie Plates on Beams (No. of pairs, 5)	YES	YES
Do. Angle Irons on tops of Floors	6	6 x 4 x 9/16	Waterways materials and scantlings	4 x 4 x 9/16	4 x 4 x 9/16
Do. Bilge Keelson, Bulb Iron	8 1/2	8 1/2 x 8/16	Flat of Middle Deck do. do.	4 x 4 x 9/16	4 x 4 x 9/16
Do. do. Intercoastal plates riveted to plating for 1/2 length	6	6 x 4 x 9/16	How fastened to Beams	3 1/2	3 1/2
Do. do. Angle Irons	6	6 x 4 x 9/16	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	7 1/4	7 1/4
Side Stringers (No. ONE) size of Angle Irons	6	6 x 4 x 9/16	(Can the Rudder be unshipped afloat?)	3 3/4	3 3/4
Do. Intercoastal plates riveted to plating for 3/5 length	9/16	9/16	Bulkheads No. 4 Thickness of	8/16	8/16
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.			Do. Height up <u>Main deck foremast to upper deck</u>		
Knight-heads <u>Iron plates</u> Hawse Timbers <u>and angles</u>			Do. How secured to the sides of the ship <u>double transoms</u>		
Windlass <u>Harfield's</u> Pall Bitt			Do. Size of Vertical Angle Irons, <u>3 x 3 1/2</u> and their distance apart, <u>30"</u>		
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u> Riveted through plates with (7/8 in.) Rivets, about 8 apart.			Do. Are the outside Plates doubled two spaces of Frames in length? <u>yes</u>		
The Reverse Angle Irons on the floors and frames extend <u>across</u> the middle line <u>to main deck stringer angle iron</u> and to <u>gunwale</u> alternately					
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>yes</u> And are their butts properly shifted? <u>yes</u>					
Plates, Garboard, double or <u>single</u> Riveted to Keel, double or <u>single</u> 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 <u>single</u> Riveted; with Rivets (7/8 in.) diameter, averaging (3 3/4 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 <u>single</u> Riveted; with Rivets (7/8 in.) diameter averaging (3 3/4 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>no</u>					
Do. of <u>three</u> Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than their plates.					
Do. Edges from bilge to Main Sheerstrake, worked <u>carvel</u> with a lining piece ( ) thick, or <u>clencher</u> , double or <u>single</u> riveted; with rivets (3/4 in.) diameter, averaging (3 1/4 ins.) from centre to centre.					
Do. Edges of Sheerstrake, Main, double or <u>single</u> Riveted. Upper, double or <u>single</u> Riveted. At upper edge <u>single</u> At lower edge <u>double</u>					
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (10/16) thick, double or <u>single</u> Riveted; with Rivets (3/4 in) diameter, averaging (3 1/4 ins) from centre to centre.					
Do. Butts of Main Sheerstrake, double or <u>treble</u> Riveted. Butts of Upper or <u>Spar</u> Sheerstrake, and Upper Deck Stringer Plate, <u>double</u> or <u>treble</u> Riveted for <u>half</u> 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 <u>single</u> Riveted? <u>double and treble as per rule</u>					
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? <u>Beams Keelsons welded Riv to frames</u> No. of Breasthooks, <u>5</u> Crutches, <u>4</u>					
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>angles &amp; both William &amp; Bell</u>					
Manufacturer's name or trade mark, <u>James Hardhead "Stockton" and "Enselt"</u>					
We certify that the above is a correct description of the several particulars therein given.					
Builder's Signature, <u>For T. Mitchell &amp; Co</u> Surveyor's Signature, <u>James Indie</u>					

IRON 452-0426



Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable  
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 heads 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 6/16 - Double Riveted edges. Butts Double and Settle no angles. Main Mast 76 x 25 Same scantlings.

10789 Iron

Number for equipment <u>26.658</u>		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.
No. <u>one</u>	SAILS.											
	CABLES, &c.	150	17/8	63 3/40	1 13/16	59 3/40	Bowers ....	3	32.3.14	30 15/20	32	30 7/10
	Fore Sails,	150	17/8	63 3/40	1 13/16	59 3/40	(State Machine where Tested, and name of Superintendent).		32.1.7	30 9/20	32	30 2/10
	Fore Top Sails,	<u>Chain examined and compared with both at Spe. F. H. R. Bureau Sept 21.</u>										
	Fore Topmast Stay Sails	90	1 1/8				Stream ....	1	27.2.12	26 4/20	27.0.23	26 10/20
	Main Sails,	90	10		11				<u>Spe. F. H. R. Bureau Sept 21.</u>		13.0.0	
	Main Top Sails,	90	8		11		Kedges ....		6.2.7		6.2.0	
and	All of <u>good</u> quality.	90	7/6		7				3.1.5		3.1.0	

Her Standing and Running Rigging Worst sufficient in size and good in quality. She has 2 Life Long Boats and five others  
The present state of the Windlass is Capstan one and Rudder good Pumps three worked by steam trinch

Engine Room Skylights.—How constructed? Iron Coaming 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? 9 inches

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 Coamings 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 Coamings

What arrangement for shifting beams? Shifting Beams. Built Iron and angles.

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 Survey  
No. 261 in builder's yard. Section 13. 5th. After the ship was launched and equipped

General Remarks, She is fitted with Double Bottom in after Hold and under Engines and Boilers 7.2 and 5.6 feet respectively. Total Length 128 feet. Plating of Inner Bottom 6/16 Flange side plates 7/16.

The Sailing 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 Sailing 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 cemented Outside Paint

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

The amount of the Entry Fee .....£ 5 : : is received by me,

Special .....£ 78 : 13 : 6

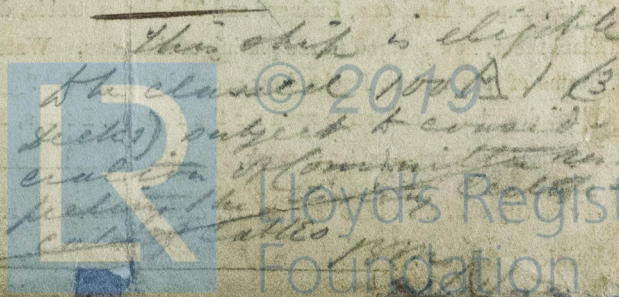
Certificate ....

(Travelling Expenses) (if any) £ —

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

Character assigned 100 A

TRW M.B. of the ship



James D. Mitchell 1908, James D. Mitchell 1908, James D. Mitchell 1908