

IRON 489-0129

IRON SHIP

23727

No. 4518 Survey held at *Glasgow* Date, First Survey 30th Nov-1876 Last Survey 2nd Decr 1876
On the *S. S. Warwick Castle* Master *A. Winchester*
TONNAGE under 2008.30 ONE, OR TWO DECKED, THREE DECKED VESSEL.
Tonnage Deck 860.34 SPAR, OR AWNING DECKED VESSEL.
Ditto of Third Deck 86.45
Ditto of Poop, or Raised Or. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 2956.55
Less Crew Space 118.05
Less Engine Room 946.10
Register Tonnage 1892.40 as cut on Beam

HALF BREADTH (moulded) 19.50
DEPTH from upper part of Keel to top of Upper Deck Beams 30.66
GIRTH of Half Midship Frame (as per Rule) 44.70
1st NUMBER 94.86
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 87.86
LENGTH 346.16
2nd NUMBER 304.13
PROPORTIONS—Breadths to Length 8.87
Depths to Length—Upper Deck to Keel 11.29
Main Deck ditto 15.10

Built at *Glasgow*
When built 1877 Launched 24th Aug 1877
By whom built *R. Napier & Sons*
Owners *W. D. Currie & Co.*
Port belonging to *London*
Destined Voyage *Cape Mail Steamer*
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 346 2 BREADTH Moulded 39 DEPTH top of Floors to Upper Deck Beams 28 4 1/2
Do. do. Main Deck Beams 20 7 1/2
Dimensions of Ship per Register, length, 348.9 breadth, 39.4 depth, 28.85

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	11 x 2 3/4	11 x 2 3/4	FLAT KEEL PLATES, breadth and thickness	36	12
STEM, moulding and thickness	11 x 2 3/4	11 x 2 3/4	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	11-12	11-12
STERN-POST for Rudder do. do. for Propeller	11 x 5 1/2	11 x 5 1/2	fin up. part of Bilge to lr. edge of Sh'rstrake	11-12	11-12
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100A)	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake	40	14
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2 x 3 1/2	5 1/2 x 3 1/2	Up. or Spar Dk. Sh'rstrake, breadth & thickness	16 1/4 x 15	16 1/4 x 15
Do. for 1/3 at each end	5 1/2 x 3 1/2	5 1/2 x 3 1/2	Butt Straps to outside plating, breadth & thickness	12 1/2	10 1/2
REVERSED FRAMES, Angle Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Lengths of Plating	Two spaces	Two spaces
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25 x 10	25 x 10	Shifts of Plating, and Stringers	Two spaces	Two spaces
thickness at the ends of vessel	12 1/2	12 1/2	Gunwale Plate on ends of Awning, Spar, or	49	9
depth at 2/3 the half-bdth. as per Rule	Twice	Twice	Upper Deck Beams, breadth and thickness	4 x 4 x 9	4 x 4 x 9
height extended at the Bilges	8 x 8	8 x 8	Angle Iron on ditto	4 x 4 x 9	4 x 4 x 9
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	Tie Plates fore and aft, outside Hatchways	Beams plated with 6 x 5/16	Beams plated with 6 x 5/16
Single or double Angle Iron on Upper edge	48	48	Diagonal Tie Plates on Beams No. of Pairs	14	14
Average space	9 1/2 x 9	9 1/2 x 9	Planksheer material and scantling	3 1/2	3 1/2
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Waterways do. do.	3 1/2	3 1/2
Single, or double Angle Iron, on Upper edge	48	48	Flat of Upper Deck do. do.	49	10
Average space	9 1/2 x 9	9 1/2 x 9	How fastened to Beams	49	10
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	44	9
Single or double Angle Iron on Upper edge	48	48	Is the Stringer Plate attached to the outside plating?	Yes	Yes
Average space	9 1/2 x 9	9 1/2 x 9	Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	16 x 10	16 x 10	Tie Plates, outside Hatchways	Beams plated with 6 x 5/16	Beams plated with 6 x 5/16
" Rider Plate	14 x 14	14 x 14	Diagonal Tie Plates on Beams, No. of pairs	3	3
" Bulb Plate to intercostal Keelson	6 1/2 x 4	6 1/2 x 4	Waterways materials and scantlings	3	3
" Angle Irons	6 1/2 x 4	6 1/2 x 4	Flat of Middle Deck do. Pitch Keelsons over	44	9
" Double Angle Iron Side Keelson	6 1/2 x 4	6 1/2 x 4	How fastened to Beams	44	9
" Side Intercostal Plate	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	44	9
" do. Angle Irons	3 1/2 x 3 1/2	3 1/2 x 3 1/2	Is the Stringer Plate attached to the outside plating?	Yes	Yes
" Attached to outside plating with angle iron	6 1/2 x 4	6 1/2 x 4	Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9
BILGE Angle Irons	6 1/2 x 4	6 1/2 x 4	Stringer or Tie Plates, outside Hatchways	Beams plated with 6 x 5/16	Beams plated with 6 x 5/16
" do. Bulb Iron	9 1/2 x 9	9 1/2 x 9	Flat of Lower Deck	2 1/2	2 1/2
" do. Intercostal plates riveted to plating for 3/8 length	9	9	Ceiling between Decks, thickness and material in hold Rolls Eden & Red Keels	2 1/2	2 1/2
BILGE STRINGER Angle Irons	6 1/2 x 4	6 1/2 x 4	Main piece of Rudder, diameter at head	8	8
Intercostal plates riveted to plating for 3/8 length, joining panting stringer at fore end and 3/8 length joining panting stringer at fore end	9	9	do. at heel	4	4
SIDE STRINGER Angle Irons	6 1/2 x 4	6 1/2 x 4	Can the Rudder be unshipped afloat?	Yes	Yes

Transoms, material. Knight-heads. Hawse Timbers. *Iron*Windlass *Napier's Patent* Pall BittThe FRAMES extend in one length from *Keel* to *Gunwale*The REVERSED ANGLE IRONS on floors and frames extend from middle line to *above middle deck* and to *upper deck* alternatelyKEELSONS. 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 *7/8* in. diameter, averaging *4* ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *4* ins. from centre to centre.Butts of *Three* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.Edges from bilge to Main Sheerstrake, worked clencher, double ~~or~~ riveted; with rivets *7/8* in. diameter, averaging *4* ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *4* ins. from cr. to cr.Edges of Main Sheerstrake, double ~~or~~ 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 *1/2* length.Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single rivetingButt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~or~~ Riveted?Waterway, how secured to Beams *Nuts & Screws* (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? *By Knives turned down*What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*Manufacturer's name or trade mark, *Anglo-Mosson and Phoenix; Bulbs Mosson; Plate Parkhead, Mosson and Fox Head & Co.*

The above is a correct description.

Builder's Signature, *R. Napier & Sons*Surveyor's Signature, *Saml. Laphorn*

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

No. of Breasthooks, *Six* Crutches, *Five*Size of Vertical Angle Irons *3 1/2 x 3 1/2 x 8* and distance apart *30* ins.Are the outside Plates doubled two spaces of Frames in length? *Yes*Are the outside Plates doubled two spaces of Frames in length? *Yes*Are the outside Plates doubled two spaces of Frames in length? *Yes*Are the outside Plates doubled two spaces of Frames in length? *Yes*Are the outside Plates doubled two spaces of Frames in length? *Yes*Are the outside Plates doubled two spaces of Frames in length? *Yes*Are the outside Plates doubled two spaces of Frames in length? *Yes*Are the outside Plates doubled two spaces of Frames in length? *Yes*

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* 25122 Jun

Masts, ~~Yards~~ Yards, &c., are *all* 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 *Two Mast Brig rigged*
Made at Parkhead Fore Mast 97.2 - 28.19 } 3 plates in Circle 7/8 double riveted edges
of Mast Plate quality Main Mast 87.6 - 28.19 } treble and double riveted butts
Hot and Cold Lower Yards 66 x 18 } 3 plates in Circle 5/8 single riveted edges, double and treble
Tested riveted butts

NUMBER for EQUIPMENT 32836		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.		351	2 1/16	76 1/2	300-1 1/16	67 1/2	40.3.17	30.8.3.0	36 1/2	33 1/2
One	Fore Sails,	Chain 3 links out of each of 107 1/2		107 1/2		94 1/2	Bowers	1	40.3.17	30.8.3.0	36 1/2	33 1/2
Suit	Fore Top Sails,	(State Machine where fitted, & name of ship's name.)					Stack	1	40.3.24	36.3.0.0	36 1/2	33 1/2
	Fore Topmast Stay Sails	Hmpn Strm Cbl 90 1 1/16 } 25 3/8 } 90-1 1/16 Iron or 12 Hemp					Stack	1	40.2.12	32.2.0.0	31	29 1/2
	Main Sails,	Hawser ... 90 1 1/16 } 11 Hemp					Stack	1	34.2.16	32.2.0.0	31	29 1/2
	Main Top Sails,	Towlines ... 180 8					Stream	1	15.0.17	14.13.0.0	14	
and		Warp ... 290 6					Kedges	1	7.2.14	8.8.3.0	7	
		quality <i>Good</i> 290 5							3.3.9	5.9.2.9	3 1/2	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Eight* Long Boats and *fourth* buoyancy
The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good* and efficient
Engine Room Skylights.—How constructed? *Plate & Angle Iron & Teak* How secured in ordinary weather? *Brass Quadrants*
What arrangements for deadlights in bad weather? *Thick glass & brass bars with Paulines, on top of house 7' high*
Coal Bunker Openings.—How constructed? *Circular Castings* How are lids secured? *Locked* Height above deck? *Flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Flush deck 7 scuppers each side*

Cargo Hatchways.—How formed? *Plate and Angle iron*
State size Main Hatch *16' x 10'* Forehatch *10' x 10'* Quarterhatch *10' x 8'*
If of extraordinary size, state how framed and secured? } *A shifting Beam at Main Hatch*
What arrangement for shifting beams? }
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>124</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1876—Nov 30, Dec 20, 28
Date <i>Dec 1876</i>	2nd. On the plating during the process of riveting	1877, Jan 4, 17, 23, 24, 26—Feb 4, 3, 9, 12, 14, 21, 26, 27
	3rd. When the beams were in and fastened, and before the decks were laid....	March 5, 8, 9, 13, 19, 26 April 2, 6, 9, 13, 17, 20, 24, 27
	4th. When the ship was complete, and before the plating was finally coated or cemented..	May 1, 8, 11, 16, 17, 22, 25, 30, 31, June 1, 5, 9, 14, June 20, 27, 29, July 2, 5, 10, 12, 24, 27
No. <i>362</i> in builder's yard.	5th. After the ship was launched and equipped	Aug 2, 3, 7, 11, 17, 20, 22, 23, 24 Sept 4, 13, 18 Sept 24, 27 Oct 1, 2

General Remarks (State quality of workmanship, &c.)
The workmanship is of good quality—Built in accordance with the approved sketch of midship section herewith, also, generally, with the longitudinal arrangements as per sketch which accompanied Report No 4384 on the S.S. "Balmoral Castle," with which this is almost a sister ship, and, in general conformity with the Rules with a view to the grade contemplated.

Water Ballast Tank fitted in after hold for about 52 feet long on fore side of after bulkhead, up to about 6 ft. below lower deck beams, efficiently secured, and properly tested.

Erections on Deck—Saloon Sky-light, Captain's Rooms and State Room 37 x 12, Centre Houses, comprising Engine Room Sky-light, Boiler casing, Galleys and Officer's Rooms 93 x 13; wing enclosures 80 x 7.6".
Anchor Deck forward 24 ft. long about 3.4 above deck.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A 1 "Three Decked Rule"* when the Engineer's Surveyors find are found

The amount of the Entry Fee ... £ 5 : 7 : is received by me, *Saml. Lanthorn*
Special ... £ 96 : 14 : 6 October 1877
Certificate ... *Printed*
(Travelling Expenses, if any, £ ...)

Committee's Minute
Character assigned
5th October, 1877
28th November, 1877
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3rd Nov 1877
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