

IRON 489-0129

IRON SHIP

2572

No. 518 Survey held at Glasgow Date, First Survey 30th Nov 1876 Last Survey 2nd Oct 1877
On the S.S. Warwick Castle Master A. Winchester

TONNAGE (under Tonnage Deck) 2008.30 ONE, OR TWO DECKED, THREE DECKED VESSEL. Built at Glasgow
 Ditto of Third Deck 860.34 SPAR, OR AWNING DECKED VESSEL. When built 1877 Launched 24th Aug 1877
 Ditto of Poop, or Raised Or. Dk. 86.45 HALF BREADTH (moulded)... 19.50 Feet. By whom built R. Napier & Sons
 Ditto of Houses on Deck 86.45 DEPTH from upper part of Keel to top of Upper Deck Beams 30.66 Owners W. Currie & Co.
 Ditto of Forecastle 1.46 GIRTH of Half Midship Frame (as per Rule) 44.70 Port belonging to London
 Gross Tonnage 2956.55 1st NUMBER 9486 Destined Voyage Cape Mail Steamer
 Less Crew Space 118.05 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 87.86 W Surveyed while Building, Afloat, or in Dry Dock.
 Less Engine Room 946.10 2nd NUMBER 30413
 Register Tonnage as cut on Beam 1892.40 PROPORTIONS—Breadths to Length 8.87
 Depths to Length—Upper Deck to Keel 11.29
 Main Deck ditto 15.10

Official Number

PLATE CASE

| LENGTH on deck as per Rule | Feet | Inches | BREADTH Moulded | Feet | Inches | DEPTH top of Floors to Upper Deck Beams | Feet | Inches | Power of Engines | Horse. | No. of Decks with flat laid | No. of Tiers of Beams | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 346 | 2 | | 39 | | | 28 | 4 | 1/2 | 370 | | Three | Three | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dimensions of Ship per Register, length, <u>348.9</u> breadth, <u>39.4</u> depth, <u>28.85</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Inches in Ship.</th> <th colspan="3">Inches per Rule.</th> </tr> <tr> <th>Inches</th> <th>Inches</th> <th>16ths</th> <th>Inches</th> <th>Inches</th> <th>16ths</th> </tr> </thead> <tbody> <tr> <td>KEEL, depth and thickness</td> <td>11</td> <td>2 3/4</td> <td>8</td> <td>11</td> <td>2 3/4</td> <td>8</td> </tr> <tr> <td>STEM, moulding and thickness</td> <td>11</td> <td>2 3/4</td> <td>8</td> <td>11</td> <td>2 3/4</td> <td>8</td> </tr> <tr> <td>STERN-POST for Rudder do. do. for Propeller</td> <td>11</td> <td>5 1/2</td> <td>8</td> <td>11</td> <td>5 1/2</td> <td>8</td> </tr> <tr> <td>Distance of Frames from moulding edge to moulding edge, all fore and aft</td> <td colspan="6">24 (Class 100A)</td> </tr> <tr> <td>FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end</td> <td>5 1/2</td> <td>3 1/2</td> <td>8</td> <td>5 1/2</td> <td>3 1/2</td> <td>8</td> </tr> <tr> <td>REVERSED FRAMES, Angle Iron</td> <td>3 1/2</td> <td>3 1/2</td> <td>8</td> <td>3 1/2</td> <td>3 1/2</td> <td>8</td> </tr> <tr> <td>FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 2/3 the half-bdth. as per Rule height extended at the Bilges</td> <td>25</td> <td>10</td> <td>9-8</td> <td>25</td> <td>10</td> <td>9-8</td> </tr> <tr> <td>BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Average space</td> <td>8</td> <td>8</td> <td>8</td> <td>8</td> <td>8</td> <td>8</td> </tr> <tr> <td>BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Average space</td> <td>9 1/2</td> <td>9</td> <td>9</td> <td>9 1/2</td> <td>9</td> <td>9</td> </tr> <tr> <td>BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Average space</td> <td>9 1/2</td> <td>9</td> <td>9</td> <td>9 1/2</td> <td>9</td> <td>9</td> </tr> <tr> <td>KEELSONS Centre line, single or double plate, box, or intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron</td> <td>20</td> <td>14</td> <td>14</td> <td>20</td> <td>14</td> <td>14</td> </tr> <tr> <td>BILGE Angle Irons do. Bulb Iron, Intercostal plates riveted to plating for 3/8 length</td> <td>6 1/2</td> <td>4</td> <td>9</td> <td>6 1/2</td> <td>4</td> <td>9</td> </tr> <tr> <td>BILGE STRINGER Angle Irons Intercostal plates riveted to plating for 3/8 length</td> <td>6 1/2</td> <td>4</td> <td>9</td> <td>6 1/2</td> <td>4</td> <td>9</td> </tr> <tr> <td>SIDE STRINGER Angle Irons</td> <td>6 1/2</td> <td>4</td> <td>9</td> <td>6 1/2</td> <td>4</td> <td>9</td> </tr> <tr> <td>Transoms, material. Knight-heads. Hawse Timbers.</td> <td colspan="6">Iron</td> </tr> <tr> <td>Windlass</td> <td colspan="6">Napier's Patent</td> </tr> <tr> <td>Pall Bitt</td> <td colspan="6">—</td> </tr> </tbody> </table> | | | | | | | | | | | | | | Inches in Ship. | | | Inches per Rule. | | | Inches | Inches | 16ths | Inches | Inches | 16ths | KEEL, depth and thickness | 11 | 2 3/4 | 8 | 11 | 2 3/4 | 8 | STEM, moulding and thickness | 11 | 2 3/4 | 8 | 11 | 2 3/4 | 8 | STERN-POST for Rudder do. do. for Propeller | 11 | 5 1/2 | 8 | 11 | 5 1/2 | 8 | Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 (Class 100A) | | | | | | FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end | 5 1/2 | 3 1/2 | 8 | 5 1/2 | 3 1/2 | 8 | REVERSED FRAMES, Angle Iron | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 2/3 the half-bdth. as per Rule height extended at the Bilges | 25 | 10 | 9-8 | 25 | 10 | 9-8 | BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Average space | 8 | 8 | 8 | 8 | 8 | 8 | BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Average space | 9 1/2 | 9 | 9 | 9 1/2 | 9 | 9 | BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Average space | 9 1/2 | 9 | 9 | 9 1/2 | 9 | 9 | KEELSONS Centre line, single or double plate, box, or intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron | 20 | 14 | 14 | 20 | 14 | 14 | BILGE Angle Irons do. Bulb Iron, Intercostal plates riveted to plating for 3/8 length | 6 1/2 | 4 | 9 | 6 1/2 | 4 | 9 | BILGE STRINGER Angle Irons Intercostal plates riveted to plating for 3/8 length | 6 1/2 | 4 | 9 | 6 1/2 | 4 | 9 | SIDE STRINGER Angle Irons | 6 1/2 | 4 | 9 | 6 1/2 | 4 | 9 | Transoms, material. Knight-heads. Hawse Timbers. | Iron | | | | | | Windlass | Napier's Patent | | | | | | Pall Bitt | — | | | | | |
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| | Inches | Inches | 16ths | Inches | Inches | 16ths | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KEEL, depth and thickness | 11 | 2 3/4 | 8 | 11 | 2 3/4 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STEM, moulding and thickness | 11 | 2 3/4 | 8 | 11 | 2 3/4 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STERN-POST for Rudder do. do. for Propeller | 11 | 5 1/2 | 8 | 11 | 5 1/2 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 (Class 100A) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end | 5 1/2 | 3 1/2 | 8 | 5 1/2 | 3 1/2 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REVERSED FRAMES, Angle Iron | 3 1/2 | 3 1/2 | 8 | 3 1/2 | 3 1/2 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 2/3 the half-bdth. as per Rule height extended at the Bilges | 25 | 10 | 9-8 | 25 | 10 | 9-8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Average space | 8 | 8 | 8 | 8 | 8 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Average space | 9 1/2 | 9 | 9 | 9 1/2 | 9 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Average space | 9 1/2 | 9 | 9 | 9 1/2 | 9 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KEELSONS Centre line, single or double plate, box, or intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron | 20 | 14 | 14 | 20 | 14 | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BILGE Angle Irons do. Bulb Iron, Intercostal plates riveted to plating for 3/8 length | 6 1/2 | 4 | 9 | 6 1/2 | 4 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BILGE STRINGER Angle Irons Intercostal plates riveted to plating for 3/8 length | 6 1/2 | 4 | 9 | 6 1/2 | 4 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIDE STRINGER Angle Irons | 6 1/2 | 4 | 9 | 6 1/2 | 4 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transoms, material. Knight-heads. Hawse Timbers. | Iron | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Windlass | Napier's Patent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pall Bitt | — | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Napier's Patent Pall Bitt —
 The 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 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 1/8 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 riveting —
 Butt 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-Mossend and Phoenix; Bulbs Mossend; Plate Parkhead, Mossend 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
 No. of Decks with flat laid Three
 No. of Tiers of Beams Three
 Are the outside Plates doubled two spaces of Frames in length? Yes
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 7 Thickness of Forward one to upper deck 3/4
 Height up 4 1/2 Main deck 2 1/2 Lower deck —
 How secured to sides of ship By double frames
 Size of Vertical Angle Irons 3 1/2 x 3 1/2 x 8 and distance apart 30 ins.
 with additional ones in lieu of kingposts for beams, ditto 20 May 15
 Are the outside Plates doubled two spaces of Frames in length? Yes
 Are the main & upper bulkheads, filled between main & upper deck as precautions against fire? Yes
 Riveted through plates with 3/4 in. Rivets, about 6 apart.

