

Spar, Awning or Part Awning Dk.

IRON OR STEEL STEAMER.

THURS. 31 MAR 1892 (Received at London Office)

Date of completion of Report 28th March 1892 Port of West Hartlepool

No. 8761 Survey held at West Hartlepool Date, First Survey 31st Oct 1891 Last Survey 24th Mar 1892

On the Steamship "Castro" Rig Schooner Master E.W. Waddy

Table with columns for Tonnage under Tonnage Deck, Total under Upper Deck, Gross Tonnage, Less Crew Space, Tonnage for Fees, Less Engine Room, Less Navigation Spaces, Register Tonnage.

Table with columns for Half Breadth, Depth, Girth, 1st Number, Length, 2nd Number, Proportions, Depths to Length.

Table with columns for Year of Appointment, Built at, When built, By whom built, Owners, Managers, Residence, Port belonging to.

Table with columns for Length on Deck, Breadth, Depth, Power of Engines, No. of Decks with flat laid, No. of Tiers of Beams.

Dimensions of Ship per Register, Length 314.0 breadth 40.5 depth 21.2 Main Deck. Moulded depth, ft. 23 ins. 10 To Main Dk. Round up of Beam, Main Dk 9 1/2 ins.

Table for FORGINGS AND CASTINGS, FRAMING, KEEL, BARS OR SIDE PLATES, STEM, STERN-POST, MAIN PIECE OF RUDDER, RUDDER, FLOORS, BRACKETS, CENTRE GIRDER, SIDE GIRDERS, MARGIN PLATE, INNER BOTTOM PLATING, BEAMS, PILLARS, WEB FRAMES, VEE FRAMES, DECK PLATES.

Table for KEELSONS AND STRINGERS, CENTRE LINE KEELSON, SIDE KEELSON, BILGE KEELSON, BILGE STRINGER, SIDE STRINGER, Main Deck Stringer Plate, Lower Deck Stringer Plates, Hold or Orlop Stringer Plate, ROOF DECK STRINGER PLATE, BRIDGE DECK STRINGER PLATE, FORECASTLE DECK STRINGER PLATE, PLATING, FLAT PLATE KEEL, PLATES in Garboard Strakes, BILGES, Main Sheerstrake, Of doubling at Sheerstrake, Of doubling at Spar or Awning Deck Sheerstrake, Deep sides, Bridge sides, Forecastle sides.

**BULKHEADS.** No. in Vessel *None* No. Req'd. by Rule *None*

Ceiling betwixt Decks, thickness and material *2 1/2 W.P.*  
 " in hold do. do. *2 1/2 W.P.*

Number of Breasthooks *9 Dup floors*  
 " Crutches *1 Dup floors*

Are the outside Plates doubled two spaces of Frames in length? *Yes, except at 18' in after hold.*

The **FRAMES** extend in one length from *tank side* to *gunwale* Riveted through Plates with *7/8* in. Rivets, about *6 1/2* apart

The **REVERSED ANGLE** on floors and frames extend from

**RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.**

**Garboard**, double riveted to ~~Keel~~ Flat Plate Keel, with rivets *1 1/8* in. diameter, averaging *4* ins. from centre to centre.

**Edges of Garboards** and to upper part of Bilge, worked clencher, *double* double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

**Butts from Keel to turn of Bilge**, worked carvel, treble *double* riveted; treble for *3/4* lgth.; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

" " *3 Strakes* overlapped for *whole* length, treble riveted for *whole* length; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

**Butts of all Strakes at Bilge** for *half* length, treble riveted with Butt Straps *4/16* thicker than the plates they connect. *or overlapped.*

**Edges from Bilge to Main Sheerstrake**, worked clencher, double *single* riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

**Butts from Bilge to Main Sheerstrake**, worked carvel, treble *double* riveted; treble for *3/4* lgth.; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

" " " " overlapped for *length* treble riveted for *length*, with rivets *in dia.* averaging *ins* from cr. to cr.

**Edges of Main Sheerstrake**, double *single* riveted. **Spacer Awning Sheerstrake**, double *single* riveted.

**Butts of Main Sheerstrake**, treble riveted for *3/4* length amidships. **Butts of Spacer Awning Sheerstrake**, treble riveted *length* amidships.

**Butts of Main Stringer Plate**, treble riveted for *3/4* length amidships. **Butts of Spacer Awning Stringer Plate**, treble riveted for *length*.

" " " " *Single or Double Straps* for *length* amidships. " " " " *Single or Double Straps* for *length*.

**Butts of Inner Bottom Plating** *double* riveted for *half* length. **Butts of Centre Girder** *Treble & Double* riveted.

**Breadth of edge laps of Shell Plating** in double riveting *6 1/4 to 6 1/2* Breadth of edge laps of Shell Plating in single riveting *2 1/2*.

**Butt Straps of Shell Plating**, breadth and thickness *2 1/2 to 2 3/4 x 1 1/2 to 1 1/4* **Butts, if Lapped**, breadth of laps *9"*

**Butt Straps of Keelsons, Stringer and Tie Plates**, treble or double, riveted *Double & Treble*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Steel - Corbett West Newcastle & Elswick Works, Newcastle, Durham, Eng. & Co. Iron - Bluport, West Newcastle, West Elswick, Newcastle, Durham, Eng. & Co. Iron Works*

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed*

Is the riveted work properly closed? *Yes*

Are the liners between the frames 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*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.* Do any rivets break into or through the seams or butts of plating? *a few*

**MASTS, SPARS, &c.**

Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
		At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
<i>Iron</i>	<i>74.3</i>	<i>22 x 3/16</i>	<i>19 x 3/8</i>	<i>17 1/2 x 3/16</i>	<i>15 x 3/16</i>	<i>Two</i>	<i>✓</i>	<i>✓</i>	<i>Double</i>	<i>Treble</i>
<i>Iron</i>	<i>85.6</i>	<i>31 x 3/16</i>	<i>18 x 3/16</i>	<i>16 1/2 x 3/16</i>	<i>14 x 3/16</i>	<i>1</i>	<i>✓</i>	<i>✓</i>	<i>Double</i>	<i>Treble</i>

**Topmasts, Yards and Remainder of Spars**

**Rigging, Material and Size, Shrouds** *3/4 Steel wire* **Stays** *1/2 Steel wire*

**Sails.** *One* Suit of *Sails and the following spare sails*

**EQUIPMENT No. 20807 LETTER B ANCHORS.**

Number of Certificate.	Description of Anchor.	WEIGHT, EX STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REG. P. R. RULE.			Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.		
<i>23051</i>	<i>1st Bower</i>	<i>42</i>	<i>2</i>	<i>14</i>	<i>37</i>	<i>11</i>	<i>3</i>	<i>14</i>	<i>42</i>	<i>2</i>	<i>0</i>	<i>42</i>	<i>2</i>	<i>0</i>	<i>Byers patent U.S. Byers 28/12/91 T. Peterson</i>
<i>23052</i>	<i>2nd "</i>	<i>42</i>	<i>2</i>	<i>0</i>	<i>37</i>	<i>10</i>	<i>0</i>	<i>0</i>	<i>42</i>	<i>2</i>	<i>0</i>	<i>42</i>	<i>2</i>	<i>0</i>	<i>Stockless Cumberland - Cumberland</i>
<i>23050</i>	<i>3rd "</i>	<i>36</i>	<i>1</i>	<i>0</i>	<i>33</i>	<i>5</i>	<i>2</i>	<i>14</i>	<i>36</i>	<i>1</i>	<i>0</i>	<i>36</i>	<i>1</i>	<i>0</i>	<i>Tipton</i>
	<i>4th "</i>	<i>Drop out certificate for Cast Steel Leads</i>			<i>Signed E.R. D. S. Tipton</i>										
	<i>Collective weight</i>	<i>121</i>	<i>1</i>	<i>14</i>	<i>121</i>	<i>1</i>	<i>0</i>	<i>14</i>	<i>121</i>	<i>1</i>	<i>0</i>	<i>121</i>	<i>1</i>	<i>0</i>	
<i>23187</i>	<i>Stream</i>	<i>10</i>	<i>3</i>	<i>0</i>	<i>12</i>	<i>13</i>	<i>0</i>	<i>14</i>	<i>10</i>	<i>3</i>	<i>0</i>	<i>10</i>	<i>3</i>	<i>0</i>	<i>Common J. Taylor &amp; Co. 29/1/92 J. Hastings</i>
<i>23196</i>	<i>Kedge</i>	<i>5</i>	<i>2</i>	<i>14</i>	<i>7</i>	<i>18</i>	<i>1</i>	<i>21</i>	<i>5</i>	<i>2</i>	<i>0</i>	<i>5</i>	<i>2</i>	<i>0</i>	<i>Cumberland</i>
<i>23191</i>	<i>2nd Kedge</i>	<i>2</i>	<i>2</i>	<i>7</i>	<i>2</i>	<i>21</i>	<i>5</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>2</i>	<i>2</i>	<i>0</i>	

**CHAIN CABLES.**

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE.		Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	FATHOMS & SIZE. PER RULE.	
				Cwts.	qrs.								Cwts.	qrs.
<i>9623</i>	<i>270</i>	<i>1 1/8</i>	<i>88 1/2</i>	<i>486.37</i>	<i>270-1 1/8</i>	<i>270-1 1/8</i>	<i>Steel wire</i>	<i>J. Taylor &amp; Co. 28/1/92 J. Hastings</i>	<i>Steel wire</i>	<i>90</i>	<i>3 1/2</i>	<i>90-3 1/2</i>	<i>90-3 1/2</i>	
<i>9624</i>	<i>75</i>	<i>1 1/8</i>	<i>34 1/2</i>	<i>48.07</i>	<i>75-1 1/8</i>	<i>75-1 1/8</i>	<i>Steel wire</i>	<i>30/1/92</i>	<i>Steel wire</i>	<i>90</i>	<i>8</i>	<i>90-8</i>	<i>90-8</i>	
	<i>100</i>	<i>4</i>	<i>33 tons</i>		<i>100-4</i>	<i>100-4</i>	<i>Steel wire</i>	<i>R. Hood &amp; Co. 4/3/92</i>	<i>Steel wire</i>	<i>100</i>	<i>4</i>	<i>100-4</i>	<i>100-4</i>	

**HAWSERS AND WARPS.**

**Boats** *2 Life boats & 2 others*

**Pumps, Number** *8 Deck pumps* Diameter of Barrel and Tail Pipe *6" x 3"*

The Windlass is *Clarke Chapman's* Capstan

**Engine Room Skylights.**—How constructed? *Iron on iron casing 6' 6" high.*

What arrangements for deadlights in bad weather? *Thick glass bullseyes in iron hinged covers.*

**Coal Bunker Openings.**—How constructed? *3 Hatches each side* How are lids secured? *Bars & Turnbuckles* Height above deck? *18"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Open bulwarks on Awning Deck; 5 Scuppers, 2 Pipes*

*4 x 4 Ports (22" x 15") each side of Quarter Deck.*

**Cargo Hatchways.**—How formed? *Steel plate coamings* Hatches.—If strong and efficient? *Yes.*

State size No. 1 Hatch (Forward) *16.0 x 15.10* No. 2 Hatch *24.0 x 15.10* No. 3 Hatch *24.0 x 15.10* No. 4 Hatch *24.0 x 15.0*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *1 web plate in No. 1 hatch, 2 webs in Nos. 2, 3 & 4*

*Hatchways, 3 fore & afters in each hatch.*

**Bulwarks, height above deck and description** *Plate bulwarks 3 1/2" high above deck* Main Rail, material and size *6" Bull angle at Quarter Deck.*

The above is a correct description of **FARNESS, WITBY & CO., LIMITED.**

Builder's Signature (here only) *Richard Mills* Surveyor's Signature *Caro Foulkes*

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



Form No. 1 C.

The Surveyors are registered not to

Order for Special Survey No. 1516  
 Date 9<sup>th</sup> Oct 1891  
 London for Ordinary Survey No. 190  
 in builder's yard.

DATE 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

Built under Special Survey  
 First Visit 21<sup>st</sup> Oct 1891  
 Last " 24<sup>th</sup> Mar 1892  
 Total No. of Visits 55

State dates and initials of letters respecting this case 1891. Sep. 4. 11. Oct. 5. 7. 9. 15. 17. 19. 21. Nov. 9. 12. 13. 19. 23. 30. Dec. 29.  
 1892. Jan 23. Feb 11. March 8

**General Remarks** (State quality of workmanship, &c.)  
 The workmanship is good & the vessel has been constructed in accordance with the approved plans (5 in No.) which together with one Jorgins Report are attached hereto.  
 This is a sister vessel to the S.S. "Stradlands" see West-Hartlepool Report No. 8754, except that the short well forward in the previous vessel is now filled in.

- Plans.**
- Bridgship Section
  - Profile
  - Masts
  - Lower deck Stringer
  - Pumping plan
- x 5/6 returned for sister vessel

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 1 ft., R.Q.D. or Break 131 ft., <sup>Part Awning</sup> Bridge Dk. 183 ft., F'castle 1 ft., (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

Plating Quarter deck connected to Part Awning deck.

Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it would appear in the Register Book) One deck (steel & iron) & part awning deck (iron), 1 tier of beams & 4 tiers of frames.  
 Official No. ; Signal Letters

**PARTICULARS OF WATER BALLAST—**

Double bottom, aft, length 268 ft. and water capacity in tons 512  
 Double bottom, forward, length 47 and water capacity in tons 47  
 Double bottom, under engines and boilers, length and water capacity in tons  
 Double bottom, constructed on the cellular system, length 268 ft. and water capacity in tons 512  
 Fore peak tank, water capacity in tons  
 Midship deep tank, length and water capacity in tons  
 Other tanks, if fitted, length and water capacity in tons

The above have all been tested as required by the Rules.  
 necessary, furnish further information by sketch.)  
 How are the surfaces preserved from oxidation? Inside Withy's brand cement & paint Outside Paint.

**FREEBOARD** assigned by the Committee, as per Secretary's Letter, dated 8<sup>th</sup> March 1892  
 In Summer 9 ft. 4 1/2 ins.  
 In Winter 9 ft. 9 ins.  
 For Winter in North Atlantic 10 ft. 1 1/2 ins.  
 Fresh Water above the centre of disc 5 ins.  
 To top of Wood, Iron or Steel Upper Spar, Awning, or Part Awning Deck.

Amount of Entry Fee £ 5 : : is received by me, 30.3.1892  
 Special, ... £ 98 : 3 :  
 Certificate\* £ : :  
 Travelling Expenses, if any £ : :

Opinion this Vessel should be Classed 100 A.1

Res. Jorgins.  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Meter assigned 100 A.1 Steel  
 with freeboard of 9' 4 1/2 from centre of disc to top of steel of dk level.  
 10k (pk. Ssl. pk. Iron) 2 in Bd web frames + pk. Awning deck  
 F.K.

It is submitted that this vessel appears eligible to be classed 100 A.1 ("Steel") Part Awning deck, with freeboard as recommended. The summer freeboard of 9' 4 1/2 from the centre of disc to top of plate steel line (now marked on the vessel's sides) to be inserted in the Classification Certificate and recorded in the Register Book and the remaining freeboards, as shown on the accompanying certificate form to be inserted in the Certificate.  
 10k (pk. Ssl. pk. Iron), 2 in beams & web frames & pk. Awning deck (pk. Iron) B. & APT (particulars above)  
 F.K. ASP.

made to any correspondence connected with this case.

The Surveyors are requested not to

HPL 367-0048 (2/2)