

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 22** Survey held at **London** Date, first Survey **May 25th** Last Survey **July 27th 1878**

364 on the **Iron Steamer "Castello"** Master **Anderson**

Official Number **2266** Gross Tonnage **1185** Reg. Tons as St' mer, cut on Bm.

TONNAGE under Tonnage Deck
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm.

Built at **Swansea** When built **1877** 10th MONTH.

Owners **Clarkson & Co.** Port belonging to **London**

Residence **Richardson** Destined Voyage **Liverpool**

By whom built **Richardson** If Surveyed Afloat or in Dry Dock **Afloat**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **Classed** **100 A 1**

Last Survey, No. **22356** Port **London**

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

During the voyage to this Port, this vessel being light and in ballast trim, encountered a heavy gale during which, about 70 feet of the starboard bulwarks and rail were badly damaged, with one bolt destroyed and its side beams badly bent and broken with its cheeks and fastenings, all the forward rail and stanchions around bridge badly twisted and broken, compass standard carried away and binnacle destroyed, cover of binnacle compass destroyed, some of the funnel braces carried away and bulwarks strained, Fore Stay Sail blown out of bolt ropes and partially lost, Mizen Stay Sails and fore and main top Sails badly damaged. Six gaffs carried away. Mizen cheeks to top rail badly damaged. Truss to foremast.

Present Condition of the					
Decks	Good	Treenails	Good	Windlass and Capstan	Good
Boards	do	Breasthooks and Stenson	Good	Pumps	do
Deck Beams & Fastenings	do	Transoms, Pointers, and Crutches	do	Boats	One destroyed
on Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c.	Unmanned
Keelsons	do	Ditto Ditto at other places	do	Condition, how ascertained	Observation
Clamps and Shelves	do	Keelsons	Good	Sails	Unwound in part, good
Ceiling	do	Clamps and Shelves	do	Anchor	No. of 15
Rudder	do	Ceiling	do	Cables	Good
Copper	do	Rudder	do	Hawsers and Warps	Good
Caulking of	do	Copper	do	Standing & Running Rigging	do
Plank (Bottom) and Counter	do	Caulking of	do	Cargo and Main Hatchways	Good
Engine Room Skylights	Good	Bottom, Deck, & Waterways	Good	Hatches	do
Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good		
General Observations, Opinion as to Class, &c.					

All the repairs required to make this vessel sea worthy and fit to carry her cargo of dry and perishable goods, from this Port to Liverpool, has been completed to my satisfaction, upon her arrival there to be examined for balance of repairs, give Certificate to Master, on Society form to be filled up.

The Amount of Entry Fee **£1.10.0** received by me, **187**

Special **£6.0.0**

Certificate (if required) **£4.0.0**

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

Deferred

London to Liverpool

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



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Lloyd's Register
 Foundation
 IRON483-0158

broken, Lower standing rigging (wire) badly shraped about seven coils (of various sizes) necessary rigging carried away, Steam pipes on spar deck leading to winches with about 14 dozen of their bracket fastenings partially destroyed, Cabin stove furnace partially destroyed, Sheet guy tackle and blocks of main stay, sails and main boom carried away, Furnish of stores of firemen and gunner destroyed.

In the Engineer's Department, main injection pipes ~~carried~~ broken from flanches by the rolling of the ship, Engine foundation, a number of the rivets loosened from the above cause, Main Cargo Hatch and Engine Room hatch transoms destroyed.

Directions were given for the necessary repairs so as to make the vessel seaworthy to proceed with her cargo to Liverpool, which has been done.

When a portion of the cargo had been taken on board it was discovered that a large amount of water had got into the ship aft, and the Engineer reported that the leak came from the Hull. The taking in of the cargo forcing was stopped, and what had been put in aft hold removed, and the vessel's draft reduced considerably. I then, with the Master of the vessel, made a strict examination of all parts of the Hull aft, Engine Room and Shaft tunnel, coals, pipes &c, and could find no sign what - even that there was, or had been, any leaks in the Hull, and that the water had come into the ship through valves and pipes in the Engineer's Department, either accidentally or designedly. I directed the aft ballast tank to be filled with water, and that the grain should come in aft hold from elevator, while the vessel was drawing 8 inches more water aft than she did when last was reported. When weather permitted examination by the Master and myself found every thing tight and in good order.

I consider it my duty to report the following.

After I had directed the Engineer (Mr Brown) to fill aft ballast tank I went on deck and found the screw cap removed from air and sounding pipe to ballast tank (as it should have been) and air escaping and coming up on deck from below to my great surprise. I noticed that this cap had been put on and secured down, and air and water escaping under pressure between the screw threads. And cap removed and found that the water had only reached about 14 inches in the pipe. Upon enquiry I found that the Engineer had applied the Donkey pump to tank and asked him why he done this, with the cap secured down, and ^{an} unknown pressure applied. He did not give a satisfactory answer.

I have also to report, that the Chief Officer of this ship stated to Captain Goring (the Surveyor for the Admiralty Court here) that the (Chief Officer) knew when the leak was closed could place his finger on it, and when asked if he did not point it out and save all this delay and expense to his owners, replied that it was none of his business.

I gave the Master a Certificate on the Society's blank form stating that she was fit to carry dry and perishable goods from this Port to Liverpool, then to be re-examined. The engine foundation to be repaired and strengthened, Bulwarks and other repairs to be made, and aft tank to be tested under pressure as per Rules.

Wm. Archbold
Surveyor,